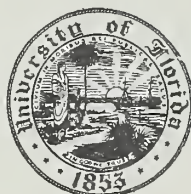




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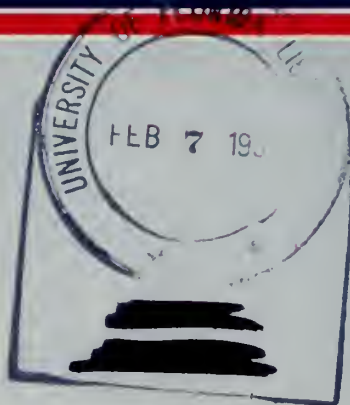




# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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JANUARY 1966







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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1966

Nav-Pers-O

NUMBER 588

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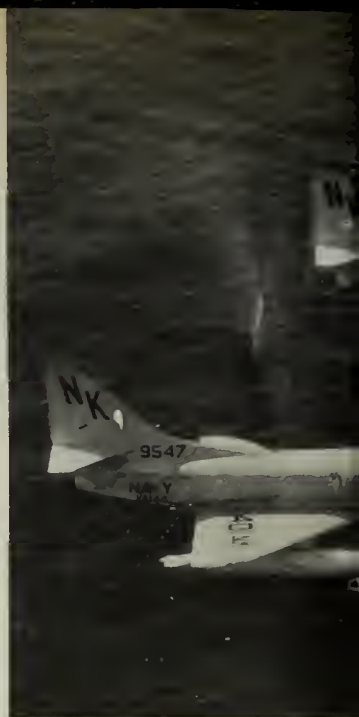
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• **FRONT COVER:** LOW OVERHEAD—Navy jets of Carrier Air Wing One, U.S. Sixth Fleet, operating from USS *Franklin D. Roosevelt* (CVA 42) roar through Mediterranean skies as they pass in review over Sixth Fleet ships. The review followed a demonstration of their striking power, held for fellow team members of the Fleet.—Photo by J. H. Perkins, AN, USN.

• **At LEFT:** TIME SAILS ON—Comparison of the metal sail of a *Skipjack* class nuclear-powered submarine with the canvas sails of the wind-powered Argentine training ship *Libertad* points out not only the passage of time but also the advancements that have been made in seapower.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



CARRIER USS *Constellation* (CVA 64) was operating base for VA-144. Center: Skyhawks prepare for carrier landing.

# First Combat Mission

**U**NLESS YOU'RE AN AIRDALE, you've probably never heard of light jet Attack Squadron 144. It consists of 150 or so Navymen who fly and maintain a dozen stubby-winged A4 *Skyhawks*.

In September the squadron wrapped up its training cycle and headed for the Western Pacific. Once with ComSeventh Fleet, it may well be called to launch air strikes against North Vietnam. If so, it won't be the first time.

Many of the Navymen attached to 144 wear relatively new Navy Unit Commendation ribbons. They are the old hands who were with the squadron a year ago last August, aboard the *uss Constellation* (CVA 64) in the South China Sea. Their story is best told by Lieutenant Commander H. W. Alexander, who was there.

*Connie* was anchored in Hong Kong harbor. Her crew, who had been away from San Diego since May, were enjoying their first liberty in two months. The men planned on being home for Christmas.

It wasn't going to work out that way. At midnight, 2 August, the senior shore patrol officer ordered everyone to return to the ship. The only information available to the arriving crew was that liberty for the

following day had also been canceled and the ship was scheduled to put to sea at 1000 on 4 August. The day of 3 August passed slowly.

*Constellation* departed on schedule and headed into the South China Sea. Eight *Skyhawks* were launched toward NAS Cubi Point in the Philippines; four from Atkron 144 and four from its sister squadron Atkron 146. Their absence made room for a photo detachment which was soon flown aboard.

Word came down that the destroyers *uss Turner Joy* (DD 951) and *Maddox* (DD 731) had been attacked by North Vietnamese PT boats. Throughout the night of the 4th, *Constellation* launched sorties (including seven aircraft from Atkron 144) in support of the two destroyers.

**T**HE FOLLOWING MORNING at 0930, Atkron 144 pilots reported to air intelligence for briefing and assignment of targets: PT boat harbors in North Vietnam. Atkron 144 pilots were briefed for a target near the maximum range of the *Skyhawks* which they flew, and the mission was complicated by bad weather.

At lunch the pilots were in a good mood and looking forward to what would be, for most of them, their

first combat mission. They talked about flak and how to avoid it, formations, and procedures on the target. One hour before launch, VA 144's primary target was cancelled by higher authority.

The squadron was then reassigned a target south of the original one. There were to be 23 strike aircraft launched: 10 A4 *Skyhawks*, two F4 *Phantoms*, one RF8 *Crusader* photo plane, and 10 prop-driven *Skyraiders*.

**T**HE VA-144 LAUNCH went perfectly and the group left *Constellation* en route to the rendezvous point almost as a unit.

"We were in so close to the clouds all the way that instrument flight was necessary," recalls LCDR Alexander. "Since there were no navigational aids, it was strictly dead reckoning, complicated by the necessity of dodging the larger thunderstorms." As the *Skyhawks* neared the target they passed the slower *Skyraiders* with their heavy load of ordnance. Their first contact with the ground was the planned coastal entry point.

"We were descending from 20,000 feet when Commander Nottingham (Atkron 144's executive officer) sighted the target.

"The weather was good and clear





NAVY Skyhawk fires at North Vietnamese train. Explosion knocks out boxcars, damaging train and railroad bed.

# An Eyewitness Report

below 12,000 feet. I could see the boats in the harbor and most of them were stationary. When the first division rolled in, the flak started. It varied from white puffs to dark grey. It was so heavy I began to wonder if I'd get my run in before I was hit.

"The flak was very close and I could see puffs surrounding Commander Bolstad's (144's commanding officer) section as he rolled in.

"I went in as a single and followed the section. The flak was following until about 5000 feet, but getting thinner. I watched the first section fire, and realized I was in the wrong attitude for a hit. I made a violent correction as their rockets tore into one of the boats.

"The first division went in from two directions for their reattack. I aimed my rockets a little high to compensate for my attitude which was still not right. As I fired, I turned the guns on and strafed until the rockets hit the boats. There were four boats around some type of barge. The first section had hit the corner boat and my rocket pattern covered all five vessels. My guns were hitting on the starboard side.

**T**HERE DIDN'T SEEM to be an explosion, but as I passed low over the target it felt as if I had hit

some rough air or had taken a hit. I zoomed high, still at full throttle, but reduced power as my oil pressure went from high to out. The reduction of power caused all readings to return to normal and I looked around to find my division leader. All I saw was flak and two aircraft off to port.

"CDR Nottingham called for a strafing run, and I rolled over on my back and pulled below the flak. The sky was becoming overcast at 7000 feet with flak bursts. We had been in the area now about four minutes. I drove in until I saw men on the pier firing and the lighter guns of the PT boats were flashing. My guns hit in the water aft of the boat and up into the gun mount.

"My speed was above 500 knots as I flew low past the pier. I stayed low and rolled into a high G right turn as Lieutenant (junior grade) Alvarez called: 'I've been hit. I can't control it. I'll have to bail out. I'm going. I'll see you guys later.'

"I switched to ADF and turned on the needle. Other transmissions caused it to vary until I heard the emergency beeper on his parachute. Switching to another channel I got a good fix. He was east of the target as I dove in at 3000 feet. Flak was heavy as I got a needle survey and turned south, descending below 2000

feet. There were a million small rocky islands and boats below and many puffs of flak.

**A**S THE NEEDLE swung again, I came around as the beeper stopped for a few seconds and then beeped again for a few moments. I knew he was down, but I could not see him. The *Skyraiders* were rolling in and I watched the flak following them down. I moved eastward out of the flak area and scanned the surface for Alvarez. It was like watching a movie except the sound of Alvarez' voice put a knot in my stomach.

"All the jets had left except CDR Nottingham and as he called that he was leaving, I noticed my fuel gauge and decided I had better get out of there, too. I was still at high speed and remembered my rocket pod. From habit I started lower to drop it and noticed a PT boat leaving the harbor at high speed. I dropped my pack and rolled in on the boat.

"A *Skyraider* had the same target and his guns pounded the decks. I pulled the trigger and fired up the decks. The A1 had stopped the boat.

"I zoomed for the sky and turned toward the ship. I pulled out my chart and took a good estimate of the heading, hoping I'd get the ship



FLIGHT DECK crews check planes as pilots man aircraft for another launching.

tacan at 200 miles. I was well below bingo, but had plenty of reserve. At 35,000 feet I was still in the soup. I heard the flight checking in with the ship.

"At 39,000 feet I leveled, still in the soup, but the ship was having a visual recovery. As the tacan locked on, I felt good, and at 50 miles started down. As I broke out of the clouds, I spotted the ship. It looked good to me."

CONSTELLATION'S STRIKES, coupled with attacks by USS *Ticonderoga* (CVA 14) on more southerly targets, were a definite success (see "Tonkin: A Footnote to History," *ALL HANDS*, December 1964). Approx-

mately 25 patrol boats were damaged or destroyed. An oil storage depot, representing one-tenth of North Vietnam's petroleum storage capacity, was 90 per cent destroyed.

Several months later, Task Group 77.6 received a SecNav Commendation for "... participating in immediate, determined and successful air strike counterattack operations against the North Vietnamese torpedo boats and supporting facilities."

The commendation included USS *Constellation* (and embarked Air Wing 14), *Fechtelor* (DD 870), *Gridley* (DLG 21) and *Preston* (DD 795). A similar citation went to *Ticonderoga*, her embarked air group and her escorting destroyers.

SQUADRON's aviation ordnancemen check bomb rack on A4C Skyhawk.



# How to

PEACETIME TRAINING is notoriously an unexciting round of perfectionism and repetition. But there's a theory that it pays off in a pinch. It most certainly does. This is an account of the pre-deployment cycle of training experienced by Atkron 144 which had prepared them for the strike against North Vietnam as described in the preceding pages.

In September 1963, Carrier Air Wing 14 returned to the United States after a relatively uneventful WestPac cruise, and Atkron 144 reported to NAS Lemoore, Calif., to resume its training cycle.

A squadron's pre-deployment cycle begins soon after it arrives in CONUS, and may be eight months to a year in duration. It ends with another overseas deployment. In the meantime, a group of 150 men have become a fighting unit.

The squadron's first 30 days after coming home are devoted to leave and liberty. During the 30-day post deployment period, the unit normally loses from 40 to 50 per cent of its seasoned men through retirement, expiration of enlistment, and transfers. They are replaced by a combination of experienced men from other units and new Navymen fresh from school and the Carrier Replacement Air Wing.

Experienced or not, all the new men need extensive training in the squadron's mode of operations and tactical doctrine. Consequently, the first few weeks of a cycle are reserved for briefings and area familiarization flights designed to introduce the replacements to standard operating procedures in the Lemoore region.

For the squadron pilots—and indirectly for the enlisted Navyman (and occasional LDO) who keep the birds flying—the training cycle is strictly governed by the unit's syllabus, or training schedule. Basically, this is a list of sorties which must be flown by each pilot before he is qualified to operate from a carrier.

Generally speaking, the aviators progress through their syllabus individually, and the ops officer is allowed to juggle their schedules for the most practical combination of flights. There is, however, a logical progression: FAM flights, conventional ordnance, flight planning and



# Build a Fighting Unit

low-level navigation, special weapons delivery tactics and carrier qualifications.

**I**F YOU WERE an airman apprentice checking into an Atkron, you'd find life much different from that in the surface Navy.

One of the first people you'd meet would be the squadron's Leading Chief.

Chances are, he will be an aviation machinist's mate or aviation structural mechanic. As the senior petty officer in the unit his position is roughly comparable to the job of chief of the boat in a submarine or CMAA on a large vessel. He keeps the liberty cards, arranges for the essentials of life such as messing and bunking and generally looks out for the crew. Also, as the outfit's senior petty officer, you could count on him having an inexhaustible supply of sea stories.

After checking in, the leading chief would probably call the line shack and have a plane captain sent to the office to escort you to your new assignment. Like most new non-rated men, you'd become a plane captain.

You have just joined the maintenance department—the 80 per cent of the squadron's allowance which makes certain those *Skyhawks* can do more than sit on the parking pad and look fast.

**A**T FIRST, you'd be an assistant plane captain, apprenticed to a third class, who, having just made his crow, would soon be transferred into one of the squadron's shops. As soon as he was promoted—and his transfer is a promotion—you'd take his place as plane captain. Eventually, the same thing would happen to you. After a year or more as a plane captain, a Navyman generally knows enough about aircraft to be of considerable value in the specialty of his choosing.

During the initial FAM flights your job as plane captain would be relatively simple, giving you a chance to catch on. FAM flights usually last about two hours, which means any one aircraft would seldom fly more than two sorties each day. You could be slow and painstaking if necessary during your preflights.

The slow tempo of operations at



AVIATION electronics technicians work on VA-144 Skyhawk's radar.

the beginning of the cycle gives the maintenance department leaders an opportunity to organize their new crews and polish their techniques. Later, there will be more and shorter flights, requiring complex configurations of the aircraft and putting greater demands on each of the squadron's many shops.

You would gather, during coffee cup conversations, information of not quite so technical a nature. Atkron 144 calls itself the Roadrunner outfit, referring to its special skill at low-level navigation. More about this later.

**D**URING THE FIRST period of the training cycle your job as plane captain would not be especially difficult. The FAM flights are fairly simple for the ground crew as well as for the pilots, as they do not require extensive configuration. This gives the crew a chance to settle into a working routine.

After the FAM flights, the syllabus calls for the squadron to begin training in conventional weapons delivery. By the time the squadron goes to sea, the pilots will be experts at strafing, glide bombing, dive bombing, and delivering rockets and napalm. Before the conventional weapons phase of training is completed the aviators will qualify in each method of delivery under both daylight conditions and darkness.

The squadron packs its orange cruise boxes and deploys to the bombing and firing range at NAAS

READY TO GO—Cat crewman signals thumbs up. Jet is secured for launch.





CANOPY REPLACEMENT is part of Attack Squadron 144's maintenance.

Fallon, Nev., or the Marine Corps Air Station at Yuma, Ariz., whichever the Air Wing Commander can schedule. Now the ordnance team goes to work—installing bomb racks, carrying practice bombs and loading 20-mm rounds into belts, then cases, then into the aircraft itself.

For you, as plane captain, there would be plenty to do.

When conventional training is completed the detachment returns to NAS Lemoore and the pilots will begin classroom training in the base's special weapons delivery school. The

school lasts three weeks, but the squadron staggers the assignments so flight operations can be maintained.

**F**INALLY, word comes that the squadron is going to WestPac in the near future. The information increases the tempo of the training. Although time has always been limited, now there is a definite deadline.

The special weapons school is followed by practical experience as the pilots practice the standard varieties of weapons delivery.

Once again the squadron deploys

to a bombing range. This time the maneuvers are complicated slightly because live weapons are out of the question. Mock-up "shapes" may be used for competition, but for practice the drops are often simulated, with the fall of the imaginary bomb calculated by machine.

There's more to it than that, however. Pushing the button is but one part of bombing. Atkron 114 specializes in low-level bombing which, its members claim, is the most difficult of all the subjects in any pilot's repertoire.

Basically, low-level navigation is the method used by attack pilots to reach their targets while avoiding detection by enemy radar. They do this by staying down, way down.

The trick is to recognize landmarks and follow a map while flashing along just above the treetops at 500 knots. Atkron 144 pilots practice in the Lemoore area, closing on targets and dropping imaginary bombs.

Then comes practice in the major skill which separates naval aviators from other pilots: Carrier landings. "Carrier recovery" is the proper term—and the most accurate.

All squadron pilots qualify in carrier arrested landings before they leave NavCad, and again in the advanced training outfits. Nonetheless, they requalify periodically, especially when they check out a new type of aircraft.

**B**Y THE TIME the end of the training cycle rolls around, even the turn-around pilots—those who made the last cruise—may be a little rusty on carrier techniques. Everyone follows the syllabus, which calls for

AIR TURBINE hose stiffens with pressure of air used to start jet engine. Rt: Pilot's name is stenciled on plane.



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PLANE CAPTAIN pulls main landing gear safety pins prior to flight. Right: Parachute rigger maintains flight gear.

arrested landings of gradually more difficult varieties.

First, they do MLPs—mirror landing practice—at Lemoore. An MLP is a "touch and go" under supervision of a Landing Signal Officer in practice for actual carrier landings.

In the meantime, as the training goes on, the maintenance crews have progressed from a loose group of individuals to a tight, well-integrated professional team. Engine changes and periodic maintenance checks, which took much time at the beginning of the cycle, have now been refined to perfection and go like clockwork.

It is now time to go aboard the carrier.

During the final phases of the cycle, the squadron—as a part of the air wing—makes several short one- and two-week deployments aboard ship. The major purpose of these first at-sea periods is carrier landing qualifications. Each pilot is required to make a minimum of six to ten daytime arrested landings and, finally, six nighttime arrested landings. The entire air group is expected to be qualified before deployment.

During these first deployments the maintenance teams adapt their procedures to shipboard life. If possible, they settle into the shops, living spaces and ready rooms they will occupy when the ship deploys. Those problems which may hinder a successful operation are ironed out. Plane captains who have not made a cruise learn the tricky techniques

of carrier flight deck operations.

**S**OON AFTER the air wing pilots have qualified, the wing and ship are designated as ready. For all practical purposes the ship-air team could deploy and, in an emergency, *would* deploy at this time. However, the last two months in the First Fleet are spent brushing up on practices and procedures already learned.

In February 1964, three months before *Constellation* and Carrier Air Wing 14 were scheduled to deploy, the ship made a Pineapple Cruise to Hawaii. The short cruise, which lasted about one month, is becoming standard procedure on the West Coast. The time (and the good weather which can be depended upon in the Hawaiian area) was spent meeting a heavy operating schedule and engaging in coordinating exercises.

After the Pineapple Cruise, *Constellation* returned to the States for a short period and the Operational Readiness Evaluation, which is a preparatory inspection that precedes the Operational Readiness Inspection (ORI), in Hawaii—the graduation exercise.

On 5 May the carrier and the air group left San Diego, stopped at Hawaii for the ORI and then proceeded directly to the South China Sea.

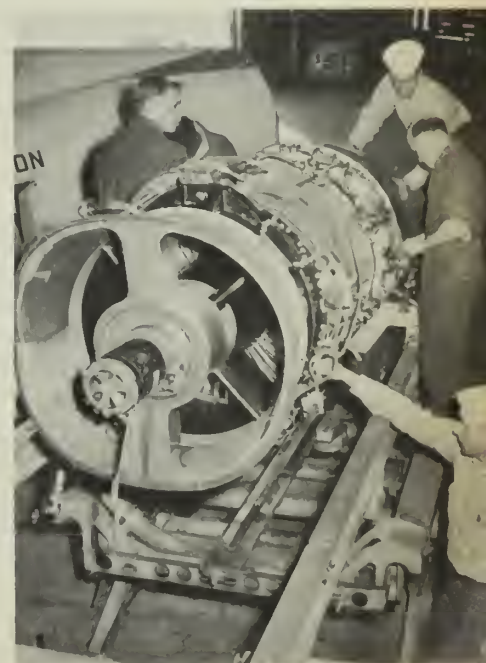
Between Hawaiian liberty and the August port call in Hong Kong immediately before the PT boat incident, the *Constellation* crew had one in-port period—a week in Subic Bay.

The at-sea time was spent, as always, in air operations: Aerial refueling, navigation, strikes on target zones, landings, gunnery—the works. Their assignment was—be ready for anything.

Like other Navy commands which have found themselves suddenly and without warning at the fulcrum of world crises, VA 144 saw how those many months of training paid off.

—Jon Franklin, JO1, USN

**GOING-OVER**—J-65 jet engine used in squadron's planes is maintained by VA-144 aviation jet mechanics.





# The COB: Man with a

ANY SUBMARINER will tell you that the three most powerful men on his boat are the commanding officer, the exec and the COB.

Every Navy ship has its skipper and exec, but what is the COB? He's the Chief of the Boat, the senior enlisted man on board every submarine. (Everyone knows that "ship" is the proper designation for a sub, but the term "COB" seems to be well entrenched.)

From the diesel-electric boats of World War II to the modern nuclear-powered subs of today, the COB is as much a part of the submarine Navy as periscopes and ballast tanks. On no other Navy craft will one find an enlisted man with more authority or responsibility.

The Chief of the Boat's primary duty is administrative assistant to the executive officer. This is similar to the tasks of Chief Masters-At-Arms on other ships who are charged with ensuring that their ship's spaces are clean and the crew is squared away. But here the similarity stops.

The COB must know every system, every valve and every circuit of his boat. He must know the qualifications of the entire crew in order to assign them to the watch, quarter and station bills.

He must be an expert in seamanship, for he is in charge of mooring or anchoring the boat in port and rigging for highline transfers at sea. To train new men for submarine duty, he must be proficient in every other man's job, even the corpsman's.

And most important, yet the most difficult, the COB must be a master

leader of men. Through skillful diplomacy he maintains the dignity required of his position with the air of informality necessary for men living and working in extremely close quarters.

To keep up the morale of his shipmates and sense small problems while they are still small, he also must be a psychologist.

In short, he must be a leader, teacher, social worker, administrator, seaman, psychologist, diplomat and friend to the sub's officers and men.

ONE OF THESE one-in-a-thousand men is 35-year-old Chief Torpedoman's Mate (SS) John G. Hunt. He is Chief of the Boat on the conventionally-powered submarine *USS Blackfin* (SS 322).

Hunt joined the Navy in June 1948 after graduating from high school. "As long as I can remember I wanted to join the Navy," he says. "My grandfather served for 20 years and retired as a warrant officer and my father was in the Navy during World War II as a chief yeoman."

After recruit training, Hunt was sent to submarine school in New London, Conn. He qualified in the submarine *USS Redfish* (SS 395), homeported in San Diego, in 1949 and has served on six other subs in the Pacific since then.

All but four of Hunt's 17 years in the Navy have been spent on subs and he estimates half his time has been spent submerged. He was on shore duty at the Pearl Harbor Submarine Base for two years and

served on COMSUBPAC staff for two years.

HUNT REPORTED to *Blackfin* in August 1963. Five months later the boat's COB was transferred and Hunt started his first tour as Chief of the Boat.

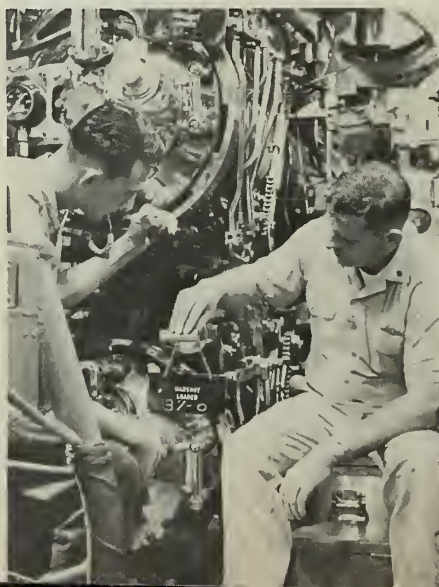
According to *Blackfin's* executive officer, Lieutenant Commander Donald J. Killian, chiefs of the boat are not appointed by virtue of seniority. They are picked for their qualifications to fit the COB criteria.

"Submarine skippers and execs are always looking for prospective COBs," said LCDR Killian. "When we see a young fellow who shows unusual initiative and has an extra amount of common sense, we make a note in his record. This may go on for several boats and if the fellow keeps showing the proper traits, he'll be picked for Chief of the Boat some day. I've got my eye on a couple now."

Speaking from experience gained on five submarines, LCDR Killian said that COBs are a special breed of person. They seem to have something built in. "They also have a keen sense of timing, a special feel of the boat," he said. He stated he has never known, or even heard of, a bad COB, and Hunt is no exception.

Hunt lives in close quarters with the men he supervises. His room is shared with four other chief petty officers. He and the other chiefs eat in the general mess with the rest of the submarine's 72-man crew. Yet his word is law to them.

CHIEF OF BOAT Hunt holds undersea ship session, keeps up to date in torpedo room, instructs in seamanship.



ALL HANDS



# Big Job

**B**Y TIME IN RATE he is not the ship's senior enlisted man, but he has the most senior position. As COB Hunt is the senior enlisted man on the training board and sees that new men progress as they should in qualifying for submarine duty.

"We get a big turnover in these older boats since men coming from sub school have to qualify on conventional boats before going to duty in the nuclear-powered and *Polaris*-configured subs," he said.

All special requests, such as early liberty, leave, special schooling and transfer, go through the COB to the executive officer.

"He also recommends things to help morale," said the exec. "One of the things he came up with was a monthly birthday party with a cake for men having birthdays during the previous month. They each got a special day's liberty, too."

COB Hunt is also a career counselor. *Blackfin's* reenlistment rate attests to his success—more than 40 per cent on first term reenlistments.

What does *Blackfin's* crew think of their COB? "He's the guy who keeps us out of trouble when we're right," said one petty officer, "but if we're wrong, we might as well hang it up."

Like all other chiefs of the boat, Hunt will be a COB as long as he serves on submarines as a chief petty officer. "I plan to spend 30 years in this outfit and if I have my way, I'll do the remainder on subs," he said. And he probably will.

—Photos and Story  
by J. F. Falk, PH1, USN



USS *Blackfin's* crew is presented to captain by COB at inspections. Below: COB checks off qualifications for man working for submariner's dolphins.



DUTIES OF COB include Master-at-Arms inspections. Rt: Sub's exec briefs Chief Hunt on new instructions.





## FRAM for the 'Fighting Eye'

**A** FRAM job on any Navy ship is quite an experience for those involved, but for the crewmen still aboard *uss Intrepid* (CVS 11), life was twice as rich for a while.

As the final Fleet Rehabilitation and Modernization (FRAM) job slated for the New York Naval Shipyard, *Intrepid* started her FRAM II back in April. Then, with her rejuvenation approximately 75 per cent completed, in September she eased down the East River to moor at the Naval Supply Depot at Bayonne, N. J. for the completion of her \$10 million overhaul.

Escorted by six tugboats, she slid smoothly under the Manhattan and Brooklyn bridges. Although her mast

had been taken down for the move across the Bay to Bayonne, the top of the carrier's stack cleared the bottom of both bridges by only 10 and six feet respectively.

The New York Naval Shipyard is scheduled for closing next year. Nevertheless, the workmen of the yard gave their best to *Intrepid's* overhaul. While in drydock she received a new, 63-ton bow sonar assembly, plus below-the-waterline repairs. At pierside, she received repairs to her two steam catapults. (When tested in September, she caused considerable sensation when the normally-blase New Yorkers were startled to see projectiles ranging in weight from 18,000 to 65,000 pounds

lofted from the cats. Some went more than halfway across the river, and some of their splashes geysered 150 feet into the air).

She also received flight deck replanking, strengthening of her frame, and general restoration of her exterior, such as chipping, red-leading and painting. Her gun mounts were cleaned and refurbished; arresting gear engines overhauled.

New PLAT (Pilot Landing Aid Television) gear was installed, as was the fresnel lens optical landing system. The new centerline hawsepipe was made ready for the like-new 30,000-pound anchor.

Below decks, CIC and Air Operations received new life (and new





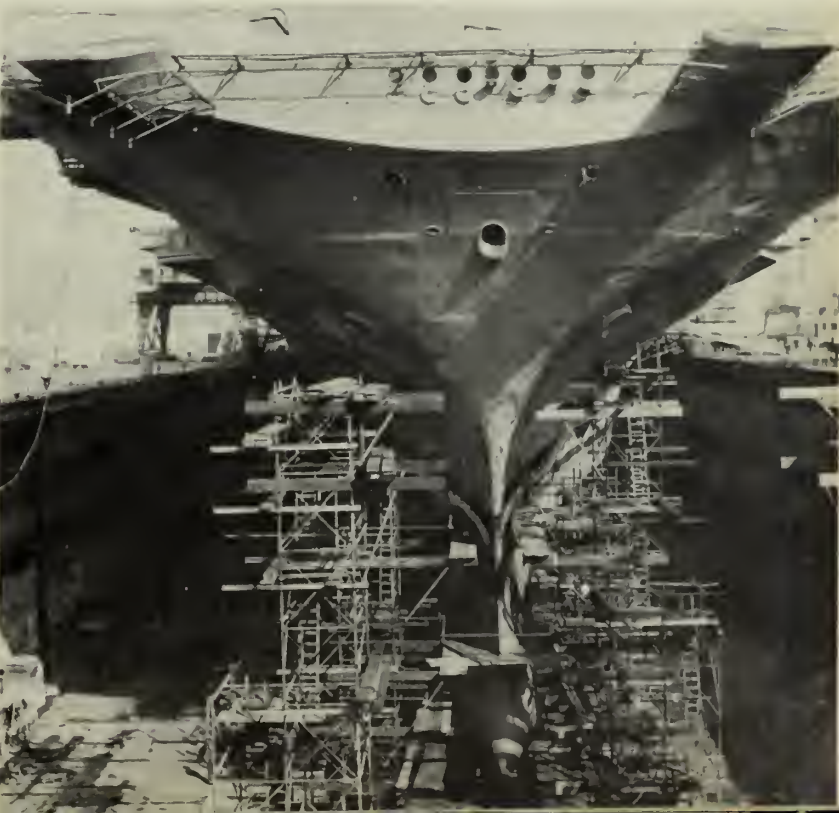
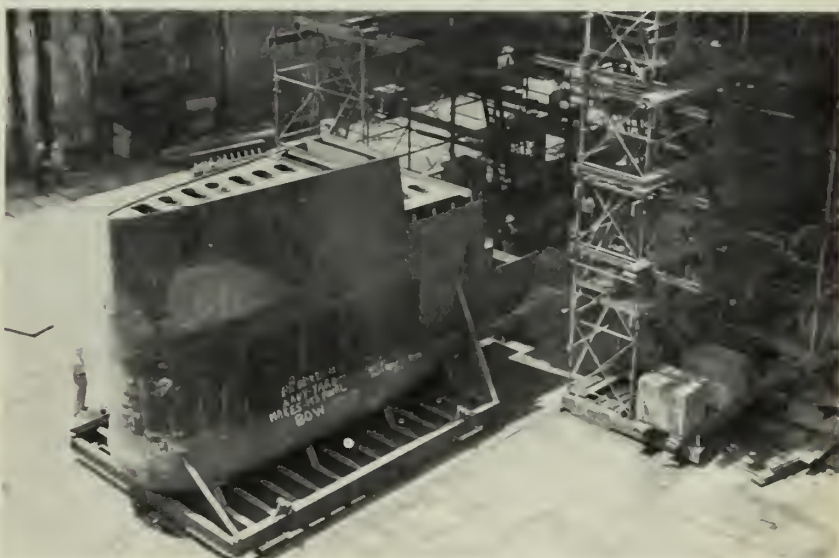
gear). All eight boiler plants were rebricked and retubed.

**A**T BAYONNE, except for painting and resurfacing the hangar and flight decks with non-skid, resteping the mast and running the thousands of feet of cable through it, most of the work consisted of cleaning up the odds and ends.

Builder's sea trials took place during the middle of September and the Board of Inspection and Survey Trials two weeks later. Fitted out for sea at Norfolk, she took aboard an air group, then headed for a standard shakedown cruise at Guantanamo Bay.

It was a training cruise for the 600 to 700 new men aboard, as well as a refresher cruise for the entire ship's company—which had not been to sea since April. During the six months that *Intrepid* had been in the yards, she experienced a 50 per cent turnover in personnel. *Intrepid* is now with the Atlantic Fleet.

*Clockwise from Top Left:* (1) At sea again *uss Intrepid* (CVS 11) holds her first flight operation after FRAM job. (2) New York Naval Shipyard goes to work to modernize veteran carrier *Fighting I*. (3) New bow sonar assembly, the last one made by Brooklyn Navy Yard, stands by ready for installation. (4) Scaffolding rises in drydock as changes in carrier's bow take place. (5) Flight deck is cluttered with gear as work proceeds. Long tubes on each side are steam catapult tracks that have been raised for overhaul. (6) With a mighty swish dead load flies off *Intrepid's* steam cat during tests in New York's East River.





# From The Vietnam



SMUGGLER BEWARE—Neptune and minesweeper USS Prime (MSO 466) patrol off coast of Vietnam. Below: USS Galveston (CLG 3) shells Cong positions.



*The daily newspapers keep you up to date on the latest news from Southeast Asia. Here is a series of reports on various Navy activities which round out the headlines. ALL HANDS will continue to report the background story that comes directly from ships and units on the scene.*

## VP-4 on Station

The days and nights are long. Flying time on a normal patrol is about eight hours. Some patrols last as long as 13 hours without a break. Day after day the routine is repeated. Such is the job Patrol Squadron Four performed in South Vietnam.

Based in Saigon and operating under the control of Commander Task Force 71, VP-4 and other squadrons like it fly patrols around the clock to keep a constant watch on local boats and merchant shipping. Their job helps prevent smuggling of arms and equipment to Viet Cong guerrillas.

On a typical day in the life of a patrol squadron's crewmen, they first report to headquarters at the Naval Advisory Group building in Saigon, to pick up their day's assignment. Then they head for Tan Son Nhut air base.

At Tan Son Nhut, the crew carefully checks the aircraft. Life jackets are inspected; water and sandwiches are brought aboard. Two English-speaking Vietnamese navymen join them on each flight as interpreters.

Once inside the SP-2H *Neptune* there isn't much room to move around. Radar and radio gear, a crew of 10 plus the two Vietnamese fill the plane. The temperature inside at take-off time is fairly comfortable, but one hour later the heat generated from electronic equipment makes conditions almost unbearable.

While cruising at patrol altitude, a blip on the radar scope indicates a ship has been detected. The ship's bearing is relayed to the observer in the plastic bubble in the nose of the *Neptune*. The observer focuses his binoculars on the ship and notes its direction. When the ship is visible to the naked eye the pilot approaches it from astern on the port side. He drops to 100 feet altitude so the forward observer and a photographer in the rear compartment can compile information and photograph the ship. The aircraft then climbs back to 1000



# Front

feet and the patrol continues. Throughout the day the same process is repeated over and over.

Any suspicious ships are reported to a nearby unit of the Coastal Surveillance Force, for further investigation.

Upon completion of a patrol, the plane continues to circle until a relief plane arrives on station. What was a long day's job for one crew becomes a long night's job for the relief crew.

Even darkness does not provide safety to Viet Cong infiltrators, because the patrol planes use powerful spotlights.

Upon returning to Tan Son Nhut air base, the weary crewmen welcome the ride back to Saigon where a shower, hot chow and a bed await them.

VP-4 recently completed a tour of duty in Vietnam and returned to its home base at Barber's Point, Hawaii. It was relieved by VP-17 from NAS Whidbey Island, Washington.

—F. Wise, JO3, USN

## Mission: Nha Trang

**T**HE SUN HAS YET to break over the horizon as the huge aircraft carrier slips quietly through the waters of the South China Sea. Flight deck ordnance handling crews hang the last bombs on strike aircraft which will attack a Viet Cong stronghold in South Vietnam later in the morning.

Despite tons of bombs nestled under the wings of Carrier Air Wing 15 planes, serenity envelops the flat-top.

At 0530 the stillness is broken by a shrill, nerve-racking pitch of the bos'n's pipe, followed by the word: "Flight quarters, flight quarters—personnel concerned man your flight quarters stations."

Pilots from eight squadrons assemble in their ready rooms for pre-flight briefings while flight deck crewmen scurry about on the carrier's roof making last minute checks on rows of jet fighters and bombers.

Today's mission is a Viet Cong stronghold near Nha Trang, about 170 miles north of Saigon. It entails providing aerial support for U. S. and South Vietnamese ground troops fighting Viet Cong guerrillas in the area.

About 30 minutes before launch,



READY TO GO—Skyhawk is ready for launching from aircraft carrier.

ready rooms are empty as pilots—laden with charts, survival equipment and helmets—make their way to the carrier's 973-foot flight deck.

One of the pilots is Commander Robert M. de Lorenzi, usn, skipper of Heavy Attack Squadron Two and a veteran of over 20 years in carrier aviation. His squadron, known as the Royal Rampants, became the first Navy heavy attack squadron to drop conventional ordnance in Vietnamese combat when six of its *Skywarriors* struck Bach Long Vi Island in the Gulf of Tonkin on 29 Mar 1965.

On that mission, guided by radar, the heavy bombers dropped 12 tons of ordnance and destroyed radar and communications installations.

**S**INCE THEN, flight crews of HAT-2RON Two have flown over 1000 combat missions in North and South Vietnam, and have accomplished hundreds of in-flight refueling assignments.

At 0600 CDR de Lorenzi and his crew board their A3B *Skywarrior*, which is positioned aft on the flat-top's flight deck. Tagged the Whale because of its immense size, the *Skywarrior* is the largest carrier-based aircraft. The 70,000-lb twin-jet bomber carries eight 500-lb bombs.

This morning's 4000-lb bomb load is destined for Charlie—code name for Communist guerrillas hidden in the dense jungles of South Vietnam.

The carrier heels to port, into the

CB BUILT—Seabees of MCB 3 constructed this road in the Da Nang area.







**FLYING HOME**—Two Skyhawks clear coast line and head for carrier after bombing Viet Cong military targets.

wind. Word is passed to start jet engines. The piercing screams of jets and roar of propeller-driven A-1H *Skyraiders* disturb the morning quiet. In the A3B cockpit, CDR de Lorenzi and his crew complete a standard pre-flight check—"DC generators; On. Fuel dump; Off. Clock; Set. Gear handle; Down. Bomb arming switch; Safe. Radios; On. Bomb bay doors; Closed. Flaps; Down. Escape doors; Closed. Tail hook; Up."

Thumbs up—all systems are go. The pilot contacts PriFly: "Ready for takeoff."

Forward on the ship's flight deck the lighter jet and prop planes streak skyward in turn, at 30-second intervals. Then it's time to launch the heavies.

A yellow-shirted plane director signals for CDR de Lorenzi to taxi toward the carrier's bow. The *Skywarrior* finally stops behind a jet blast deflector near the catapult. An F8D *Crusader*, cocked for takeoff, strains against the taut steel cables which marry it to the catapult. The full-power blast of its jet engine shakes even CDR de Lorenzi's 35-ton bomber, when suddenly the fighter shoots down the cat.

Complying with the signals of another plane director, the heavy bomber pilot inches forward, carefully positioning his plane on the cat. A few last-minute check-offs, full power, the traditional salute to the cat officer and wham. Six Gs nail the

crew to their seats and the plane is airborne.

**A** SECOND *Skywarrior* follows, and joins its squadron mate upstairs. Cruising at 400 knots above the clouds, the navigators pick out references—usually barren islands—as navigational check points. Soon the shore is in sight, and next to it the jungle.

As the planes swing north toward Nha Trang, radio contact is made with the forward air controller. The pilots are advised not to strike the primary target today because of cloud cover, which presents a danger of dropping bombs on friendly troops. The flight is vectored to a secondary target.

Forward air controllers (FACs) are well respected by American pilots and feared by the Viet Cong. Flying light, unarmed spotter planes at tree-top altitudes, within range of rifle and machine gun fire, the FACs manage to locate Charlie and mark his position with smoke bombs.

**T**HE SECONDARY target turns out to be a Viet Cong encampment about 35 miles southwest of Saigon. Smoke bombs already pinpoint the spot as the A3Bs approach. At this point the bombardiers open the bomb bay doors and arm their bombs.

CDR de Lorenzi noses his plane downward to begin the bombing run. Precisely at the correct second, bombs are released and the heavy bomber climbs and banks to the left.

A few seconds later the concussion from two 500-pounders jolts the plane as it enters a horseshoe pattern in preparation for a second pass. Smoke rises above the trees.

FAC radios a slight correction to the bombardier and, on the second pass he scores a direct hit. Two more passes are made.

During the five minutes over the target, the A3B crew did not see any Viet Cong, any buildings or even a sign that Charlie was camped in the grove of trees.

But Charlie was there. FAC saw him, and the bombs found their mark. In that area Charlie was wiped out, for the time being at least.

The A3Bs head back to sea, perhaps finished for the day.

—Bob Scott, J02, USNR.

#### **Dig Those Seabees Dig**

The yellow and black striped boom of a well-drilling rig is visible long before you reach the camp. As

you get closer, you hear the thump of engines and the sucking noises of a mud pump. The small camp area is dominated by the large well-drilling rig.

A chief petty officer greets you. He's muddy and has grease streaks on his hands and arms.

Cocking his steel safety hat back, Chief Utilitiesman Charles Farmer of Mobile Construction Battalion Ten explains a few of his problems. His 12-man drilling crew digs fresh water wells to supply the Chu Lai area of South Vietnam with the precious stuff.

"We hit granite at about 20 feet on the first well, and got only five feet deeper before we had to quit. We moved the rig and ran into the same problem again. Finally we got a steel bit that would bore through the rock," he reports.

"Now we're at 95 feet, and as soon as more supplies arrive, we'll start pumping good water to the units at this end of the peninsula."

Chief Farmer's crew is composed of one builder, three equipment operators, one mechanic, two utilitiesmen, three steelworkers and a ship-fitter.

The men live away from the main body of the battalion, wherever their drilling takes them. They eat with the nearest Marine unit; they rely on the Marines to protect their small camp from Viet Cong attack. Four three-man crews operate the drill around the clock.

Because of the difficulty getting parts and supplies, the Seabees must often improvise to get a job done. On such an assignment, a man's specialty is only part of his work. He must know a little of everything.

—Gary Roth, SW1, USN

#### **Blue Hawks Mighty Busy**

The Blue Hawks of Attack Squadron 72 flew 565 combat sorties for a total of 1188.6 flight hours during July.

VA-72, flying the A4E *Skyhawk* from the USS *Independence* (CVA 62), logged this mark while engaged in operations off the Vietnam coast.

During the month, the Hawks delivered more than 250 tons of ordnance on various targets in North and South Vietnam, including highly successful strikes against the Tri Dong bridge, the petroleum storage facilities at Nam Dinh and the army barracks at Bai Thoung and Quang Soui.

This endurance mark would not





**GETTING READY**—Pilot dumps fuel, lowers landing gear and speed brakes to slow plane for emergency landing.

have been possible without the teamwork and effort shown by each member of the squadron.

With the knowledge that they are engaged in an important task, VA-72 maintains high morale and an effective, efficient fighting machine. The men often work 18 to 20 hours a day to keep pace with the tempo of day and night flight operations.

One of the most important factors in the squadron's success is the outstanding job done by maintenance personnel. The men in the maintenance department continually distinguish themselves by keeping the

aircraft in an up status. A careful maintenance program precluded any major breakdowns during July, and speedy repairs of any downed aircraft resulted in an 82.4 per cent over-all availability.

#### **Photo Officer Commended**

Thanks to an imaginative naval photographic officer, many of our fighter aircraft operating in Southeast Asia have their own strike photographic capability.

Lieutenant Clyde T. Kirkman, USN, while assigned to the Pacific Fleet Mobile Photographic Unit,

toured aircraft carriers off Vietnam from April to June this year, showing crews how to mount and operate cameras aboard attack aircraft.

This development enables aircraft to film their own maneuvers during an air strike and thus return from a mission with an on-the-spot view.

The Commander, U. S. Seventh Fleet commended Lieutenant Kirkman as being responsible for the first Navy air-strike motion picture photography in Vietnam.

#### **Dentists in the Jungle**

Every Saturday morning a small

**RETURNING** from North Vietnam raid Crusader's engine flames out 20 miles from carrier and LT Terhune ejects. He was picked up by 'copter 80 seconds after hitting water and returned to USS Coral Sea (CVA 43) unhurt.





**FIREWORKS**—Flares light shore for aircraft and ship shelling prior to landing.

band of U. S. Navymen in jungle-green combat uniforms board armed convoy vehicles destined for a steaming Vietnamese jungle, rice paddy hamlet or out-of-the-way village.

The mission: Help Vietnamese civilians and military dependents with dental care.

The Navymen are dental officers and enlisted dental technicians assigned to Navy Headquarters Support Activity, Saigon.

For the past year, teams of from two to four Navy dentalmen have been pursuing a week-end program for Vietnamese who have little or no access to professional dental care.

The dental department in Saigon has the primary responsibility for serving some 10,000 American troops and government employees—plus Australian, New Zealand and Republic of Korea military elements—in the area. They see an average of 4000 office patients monthly.

During off-duty time, they have treated more than 2000 Vietnamese in locations ranging from just off the Cambodian border to hamlets in the countryside outside the Saigon perimeter. Although they wish they could do more, treatment for these people consists of very elementary procedures aimed at relieving pain and stopping infection.

The teams have traveled in jeeps, armored personnel carriers and helicopters, and on two occasions even hoofed it through the jungle.

All five dental officers and 13 dental technicians assigned to the Saigon department have volunteered for field operations. Their week-end trips often take them through Viet Cong territory to their patients.

But toothaches don't choose sides. One dentist had just extracted an offending tooth from a Vietnamese teenager when an interpreter announced that the youth was a recent Viet Cong defector.

Known only as "Phoung," the 16-year-old had been a tough, badly-wounded veteran of six months with the Viet Cong. Phoung had expected a good deal of pain, but was surprised when even the anesthetic needle didn't hurt. He shook hands with the Navy dentist after looking at his extracted tooth.

Selection of week-end objectives is usually made by MACV headquarters. The selections are based on requests for dental teams from U. S. advisers in the field. The advisers normally provide armed guards and an interpreter.

When one of the teams arrive in a village, people are waiting for them. Many have been living with their toothaches and pains for a long time.

The patients' ages range from infancy to very old. In the bulk of cases, the only remedy is extraction. Many teeth are decayed too badly to be saved.

Starting the treatment involves a kind of ritual. The interpreter explains that if the dentist feels an extraction is necessary, he will first give an injection which makes the extraction painless. Then the most heroic volunteer—usually a child—goes first to show how easy and painless it is.

On a typical "day off," two dental teams may spend nine or 10 hours on their feet working on more than 200 patients in a small village.

They have never left a hamlet without a loud cheer and applause from their patients.

—Bob Dietrich, JOCS, USN

### MCB-3 Builds On

Seabees of Naval Mobile Construction Battalion Three are engaged in numerous construction projects in the Da Nang area in South Vietnam.

One of the important projects is the construction of an enlisted men's mess hall, NCO mess and a galley for Marine Air Group 11.

### Replenishment Off Vietnam

It's a three-ring production of precision teamwork when two fighting ships and an oiler meet on the high seas to exchange the necessities of warfare.

The aircraft carrier *uss Midway* (CVA 41) and the destroyer *Southerland* (DD 743) make their approaches alongside the fleet oiler *Platte* (AO 24). Linked by a network of lines, they cruise off Vietnam in the South China Sea.

Seamen on the *Midway* rig their stations to receive 775,000 gallons of fuel to keep the ship cruising and her aircraft flying.

*Southerland* prepares to receive her share of fuel to keep her at sea.

Shrill whistles pierce the din of men and machinery, warning "heads up!" *Platte* sailors duck for cover as weight-tipped messenger lines shoot across the oiler's deck.

Then come the cables over which the giant hoses ride to the ships' fuel trunks.

Almost in unison, *Platte's* port and starboard hoses snake across the *Midway* and *Southerland*. Connected, the limp hoses swell from the rapid flow of black oil, aviation gasoline and jet aircraft fuel.

While *Platte* pumps, other actions begin. Cargo is transferred from the oiler's decks to the men-of-war. Men under orders are highlined to and fro. Mail from home, flown daily to *Midway*, is passed to *Platte* for delivery to other ships.

Hours later *Midway's* tanks are filled. *Southerland*, having completed replenishment earlier, resumed her duties as screen and plane guard for the carrier striking force.

Hoses and lines on *Midway* are disconnected and retrieved. The carrier speeds away to resume air strikes on North Vietnamese military installations. *Platte* steams ahead to refuel other ships of Task Force 77 in the South China Sea.





BLUEPRINTS of housing project are checked. *Rt.* Navymen and Vietnamese soldiers work on buildings in spare time.

## A Blueprint for Good Will

**A** AMERICANS are notorious do-it-yourselfers. Given an empty bleach bottle they'll revolutionize the piggy bank industry. Consider what they might do with a pile of packing crates.

*Item:* 159 women and children lived in thatch-roofed houses at the Chanh Hung Army Compound on the outskirts of Saigon. They were dependents of Republic of Vietnam Army men who guarded U. S. military billets and compounds located in the Saigon-Cholon capital district area.

*Item:* On the first Friday in April 1965, a fire began in one of these dwellings and spread rapidly to the surrounding houses. The Saigon Fire Department was located just across the Ben Nghe Canal, but by the time they reached the scene there was nothing but ashes and glowing coals.

*Item:* After the disaster the homeless families were quartered in an abandoned warehouse not far from the burned area.

Enter the packing crate king and his band of builders. Enter, that is, Lieutenant Commander Donald A. Tesch and his group of volunteers from the Saigon support activity.

LCDR Tesch is the Supply Corps officer in charge of the local refrigeration compound. He learned of the accident from one of the Vietnamese soldiers who guarded his installation.

LCDR Tesch wondered what he could do to help, and came up with the answer. Dunnage! Of course.

Dunnage, is old crating lumber. It was available, in quantity, from the

civilian and MSTS ships in the harbor. And it was simple to enlist volunteers from among the sailors of the Headquarters Support Activity and the Vietnamese soldiers in the area. They were more than happy to help the cause.

LCDR Tesch and his volunteers gathered the dunnage and other surplus building materials, borrowed tools, and recruited local Seabees.

The South Vietnamese Army supplied a grader and leveled the area where construction would take place.

**T**HE VOLUNTEERS borrowed a cement mixer from a U.S. civilian contracting company working on U.S. military installations in the area, and

**FINISHING TOUCH**—Last door number is put up, finishing the project.



by the middle of May the flooring had been poured.

While the form work was going on and the concrete poured, the women and children sorted the lumber into piles by size and grade of wood. The nails were removed and saved.

Men from the Public Works department cut the dunnage to usable dimensions. All went smoothly and by the end of June the framework had been raised and roofing was being nailed to the rafters.

Although July, August and September were wet months in Saigon (and wet months here are *really* wet), construction continued. When the first of October arrived the roofing was on, the sides complete.

Problem. Construction came to a screeching halt.

Doors, door fixtures and window shutters were needed. They cost money. So far, the project had cost nothing. All materials had been dunnage or donated surplus building materials.

Fortunately, the crisis was short-lived. When Commander Robert E. Osman, the support activity's senior chaplain, heard of the trouble he suggested the volunteers try arranging for the necessary materials through Project Handclasp. Handclasp, as usual, came through.

The Navymen put the finishing touches on the 34 new family quarters. About six months after the project began, the South Vietnamese families moved into their new homes.

—Thomas A. Johnston, JO1, USN.





**BREAKING CAMP**—Seabees break camp at 0400 to prepare for day's training. *Rt:* Gunner's mate ships over in field.

# Seabees Learn to Protect What

**F**OR A MARINE, digging foxholes, firing and cleaning M-14 rifles, mortars, machine guns, antitank weapons and 3.5 rocket launchers, sleeping in tents, eating C rations and marching in the hot sun is routine.

And so it is with the Seabees from Davisville, R. I.

For a 30-day period, more than 500 officers and men from Mobile Construction Battalion Four and a detachment from Mobile Construction Battalion Six took combat training courses at Camp Lejeune, N. C.

Their predecessors, who took the

training earlier in the year, are now serving in Vietnam.

Combat training has become an integral part of Seabee life, due to their threefold mission—to build advance bases for military operations, often on short notice, anywhere in the world; to protect themselves and what they've built; and disaster recovery in the event of atomic, biological or chemical attack, or natural disasters.

The Seabees began their training by throwing live hand grenades. Also included in the first days of instruction were night firing exercises and

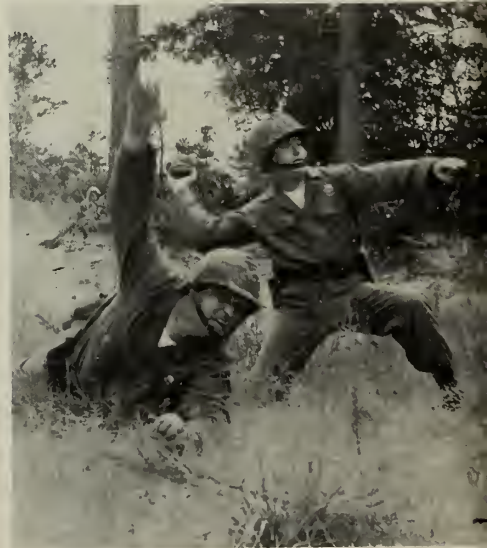
exposure to tactics used by the Viet Cong.

They learned about Viet Cong booby traps; the use of spring-like sharpened bamboo sticks on jungle trails and camouflaged man-traps with poisoned bamboo sticks in them.

Next the Seabees learned the principles of attack and defense, and received instruction on types of patrols.

**T**HE MEN then made a seven-mile march in full battle dress to the field training area. After establishing their camp, the Seabees put their

**LESSONS**—Marine instructors teach Seabee classes in woods. *Right:* Seabees throw grenades during field exercise.



**ALL HANDS**





## They Build

lessons to practical use.

Selected squads were to make a reconnaissance patrol. Their mission—to obtain intelligence information about Combat Town, located several miles behind enemy lines. In addition to the enemy, the Seabee patrols encountered snakes, insects and a variety of other hazards. The first time out, only one of the groups returned with the required information.

An evaluation period was held after the exercise, during which the Marine instructors showed the Seabees how to improve on the methods that had been used.

WHERE IS HE? There's a Seabee in the above picture. See if you can find him. Left: Woods camouflage includes branches and twigs on helmet.

The units then dug foxholes in preparation for an impending attack.

Again patrols went out, this time engaging aggressor forces. In addition, the men had to wade through mud and water, sometimes waist deep, to get to their objectives. They killed several copperhead snakes while on the patrols.

Near the end of the training, a final exercise was held. The Seabees' job was to attack and destroy an enemy position several miles away, then withdraw to their defensive lines. Battle conditions were real, except for the ammunition used.

The Seabees demonstrated they had learned their lessons well. In the exercise they turned back the aggressors.

Combat is nothing new to MCB Six. While serving with the First Marine Division on Guadalcanal in World War II, the battalion earned the Presidential Unit Citation.

And during the month-long training, the Seabees proved once again that they are ready, willing and able to build and defend what they build—and help defend their country, as well—whenever the need arises.

—W. Stephen, JO2, USN

GOOD THROW—Grenades are lofted toward mock targets. Rt: Seabees train on M-60 machine guns at firing range.







SWIMMERS enjoy a refreshing dip. Below: Kickoff in annual Ice Bowl game.



NOTHING like pushups in the snow. Below: Chip shot is made from snow trap.



LICENSE plates for Last Frontier.

## South Pole

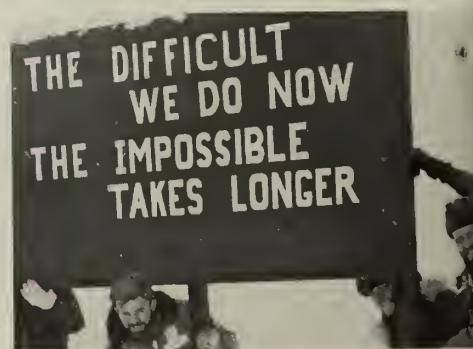
**D**ID YOU KNOW that leis are presented to visitors in Antarctica? Or that golf is played on the ice? Or that it's 9942 miles from McMurdo Station to Seattle?

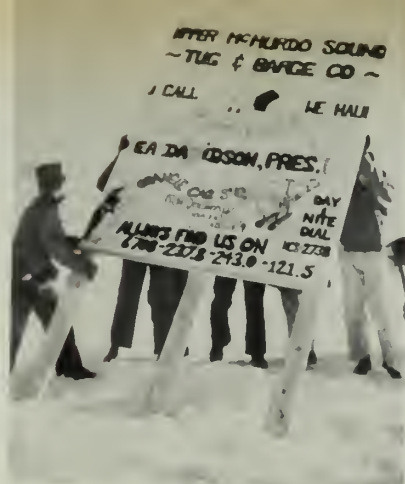
These are just a few of the unusual tidbits of information found on the world's southernmost continent by Navymen who serve with Task Force 43, the Antarctic Support Force, inhabiting the glacier ice as part of the United States scientific exploration program.

First in importance on the ice is the Navy's job of logistic support for U. S. scientists at the permanent bases in Antarctica. The Navymen work 12 to 18 hours a day, in weather which averages 0 degrees Fahrenheit or below, depending on the location.

Weather is completely turned around in Antarctica, as compared to the seasons most of us are used to. For example, while Navymen in the northern half of the globe were getting their whites out of closets and seabags for the summer season, this was the weather situation at the

NAVY UNIT advertises its skills.





SIGNS abound in Antarctica, advertising mileage to all points, services available and helpful advice to newcomers.

## Sailors Have a Cool Sense of Humor

South Pole, where autumn was beginning:

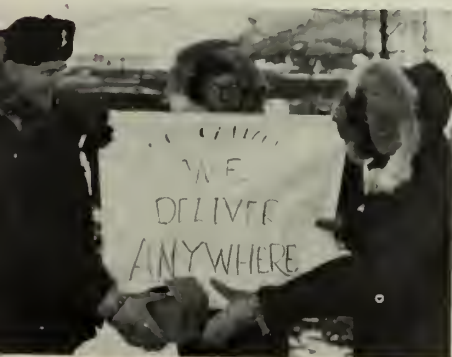
"Weather conditions were quite variable during April. Mostly clear skies prevailed, with good visibility, moderate winds, some blowing snow and ice fog. During the first week of the month, the temperature rose slightly, then plunged to the low minus 90s."

On 14 Apr 1965 a new record high for that month was reached at Amundsen-Scott South Pole Station. The temperature was recorded at -25 degrees, outdoing the previous high, set in 1957, by one degree.

**D**ESPITE THE WEATHER, off-time activities include a fairly well-rounded athletic program. Football is a good example. Each year there is an Ice Bowl game between the Navy and USARP (U. S. Antarctic Research Program) personnel. In the latest gridiron match, the scientists won by a touchdown, 12-6, breaking a three-year string of Navy wins.

Other games are spread throughout the year on the continent.

SUPPLIES arrive with a message.



Bowling is a popular sport at McMurdo Station. The duckpin bowling lanes were opened there in 1961, with a touch of local color added for the ribbon-cutting ceremony. The duckpins were removed, and the first balls were rolled at penguin pins.

Avid golfers have little fear of crowded courses on the cold continent, even on weekends. Though relatively rare, golf is played in Antarctica by the more enthusiastic followers of the game—generally one hole to a round.

There is one major drawback, though. Caddies are rare—and it sometimes takes a good one to find a white ball on the shiny ice and snow.

Water sports are a bit limited at the southern bases, but there are scientists and Navymen who Scuba dive and there are some who fish.

One group of two Navy chiefs and a scientist baited hooks with shrimp and went fishing—through a hole in the ice, of course. They caught a total of 15 fish in three hours, enough for a good-sized feast for the personnel at the laboratory where they were taken to be cooked.

One popular pastime is sign painting. Signs advertising everything from mileages to home towns, the local chapter of the Playboy Club and various topics of local humor can be found on or near the U. S. bases.

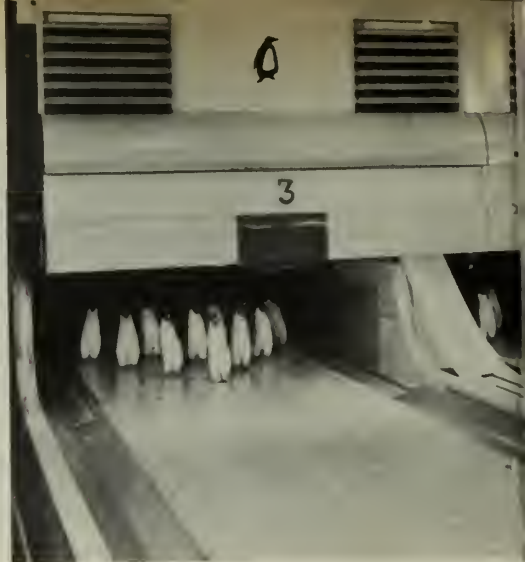
One of the most recent signs was put up at the nuclear power plant supplying McMurdo Station's electrical power. The four- by 16-foot sign, containing 40 red light bulbs, flashes the name of the plant whenever it is producing power.

Since the sign is visible to the

ADELIE penguins coyly avoid nets of Navy scientists working on an experiment.







**MUSH**—Human huskies pull downed helicopter across ice. Right: Penguin pins marked bowling alley opening.

whole station, it gives the men who operate and maintain the reactor the challenge of making it a success.

Education is another item not lacking in Antarctica. The "University of the Antarctic" has added a Trades School Division with a five-week school of welding.

Other academic activities include language study in German, French and Russian, and a course in financial management. The latter covers

**SOUTH POLE** station flag flies from staff painted as cheerful barber pole.

such topics as family budgeting, buying life insurance, savings, and installment buying—which the students can put to good use after their tour on the southern continent.

Visitors from the north come to Antarctica from time to time, to see what goes on in the polar region. One such visitor was Admiral H. G. Hopwood who toured Antarctica in 1959.

Admiral Hopwood, then serving in Hawaii, was presented with a lei—made of ice cubes in lieu of the orchids available some miles to the north.

Other visitors find that it's not

unusual to step ashore to be welcomed by several inhabitants of the continent—the penguins.

This friendliness has proved useful in several experiments with the birds. On one project, small radio transmitters were attached to them. They were then tracked by aircraft in order to allow scientists to gather information about the penguins' navigational capabilities.

As we said before, the men at the Antarctic stations enjoy a high state of morale despite the long hours and year-around cold weather—and they volunteer to go back for another tour.

—Kelly Gilbert, JO2, USN

**LEI OF ICE CUBES** became tradition with visit of ADM Hopwood back in 1959.



**ALL HANDS**





## Seeing Sweden

**L**IBERTY CALL is always a welcome sound, and when the guided missile cruiser *uss Little Rock* (CLG 4) dropped the hook for a visit to Stockholm, Sweden, her crew was standing by for good times ashore.

The fun began for many even before their liberty launch made Stockholm's fleet landing. They met and exchanged sea talk with sailors of the Royal Swedish Navy who shared the launch. Once ashore the men of *Little Rock* found many colorful and interesting subjects on which to focus their cameras. A favorite spot for the shutter bugs was Stockholm's world famous Skansen open-air museum, filled with the lore of Sweden's yesterday including old style houses, wind-mills, and guides in native costume.

*Clockwise from Upper Left:* (1) Salty talk is exchanged between *Little Rock* crew and Swedish Navy-men. (2) R. L. Snyder, YN1, takes a photograph of shipmates, T. H. Williams, IC3, and G. E. Walters, PN3, at Skansen museum. (3) Second Fleet Marching Band holds concert while visiting Sweden. (4) Tour guide in native costume passes the word to cruisemen visiting open air museum. (5) R. W. Young, JO2, admires the goodies in a Swedish pastry shop while on liberty in Stockholm.—Photos by A. McAllister, PH1, USN







**PILL PUSHERS**—Golf course is popular place to relax. *Rt:* football is big weekend sport, regardless of climate.

## Craving Fun in the Sun?

**T**AKE AN ISOLATED tropical island 1,500 miles from anywhere and add some 6000 sailors plus their dependents. Assignment: Keep them happy during their off-duty hours. On Guam, Special Services makes it look easy.

Guam is a 32-mile-long piece of jungle-covered real estate in the mid-Pacific and is the United States' westernmost territory. It is billed by an imaginative tourist commission as the place "Where America's Day Begins." Guam also has one of the best deep-water harbors in the world and is strategically located nearly equidistant from a number of places of importance in the Pacific. That's why all the sailors are stationed there.

So what do all these sailors do

when they are not working on their important jobs? According to the COMNAVFORMARIANAS recreation director, they keep "pretty busy."

Each of the major commands has a swimming pool, and some have two. There are four Navy bowling alleys, an excellent Armed Forces Golf Course, and miles and miles of white, sandy beaches.

If these activities don't interest you, there are varsity and intramural sports—football, basketball, baseball, tennis—you name it and Guam sailors play it. They even had a well attended chess tournament recently.

For the more adventuresome, snorkeling and Scuba diving are popular in the depths around the island. Shells, souvenirs from sunken

**SPORTS** such as big game fishing and surf riding are plentiful on Guam.







NAVAL STATION hula troupe entertains visting Japanese sailors. Rt: Special services also sponsors wrestling.

## You'll Find it on Guam

ships, and excellent spearfishing reward diving enthusiasts.

If you'd rather stalk your game on land, there are hunting seasons when you may shoot deer, wild pig, game birds, and fruit bat (a local delicacy).

The dependents get into the act too. Little League baseball, Boy Scouts, and Girl Scouts, ceramic classes, art instruction, swimming lessons, wives clubs, league bowling—again, just about anything you could ask for.

**A**LL THE SCHEDULED recreation for Guam-based sailors is handled by Special Services officers and their staffs at the various commands. Special Services also provides recreation for the dependents of these men.

For example, here are a few of the functions carried out by Special Services:

Care for, and provide lifeguards for, various Navy beaches.

Provide lifeguards and upkeep for the fresh water swimming holes.

Program and maintain a variety of recreational areas.

Program and manage a complete line of hobby shops from automotive to hi-fi.

Provide deep-sea fishing facilities.

Give instruction in swimming, bowling, arts and crafts, tennis and golf.

And this is just a start. Commander Naval Forces Marianas, through the Force Recreation Office, provides guidance for the recreation programs at the command level. Participation is left to the various activities.

During 1965, COMNAVMIANAS sponsored competitive sports in the following events: Basketball, golf, volleyball, softball, boxing, bowling, track and field, tennis, swimming and diving, judo, wrestling, weight-lifting, and football.

And in the recreation area, COMNAVMIANAS sponsored a talent contest, a chess tournament, an arts and crafts contest, a family bowling tournament, and a dependent track and field meet.

On duty or off, they keep going on Guam. —Charlie Lamach, JO2, USN



NATURAL WONDERS such as Talofofo Falls are abundant on island. Above: Vaulter goes over the bar during a local inter-command track and field meet.





# LETTERS TO THE EDITOR

## No Reveille Underway

SIR: While reading the *Watch Officer's Guide*, I came across the part which says that reveille is not sounded underway. And the *Bluejacket's Manual* does not include reveille in the sample daily routine underway. What is the reason or tradition behind this?—C. I. S., USN.

• At first glance this looked like a simple enough question, but we rapidly discovered it wasn't. However, we'll give you the information supplied us by one of our good friends in Education and Training to whom we turned for help. Says he:

"Webster's" defines reveille as a signal usually sounded by bugle at about sunrise summoning soldiers and sailors to the day's duties.

And, according to Noel's "Navy Terms Dictionary," reveille means arousing the ship's company in port for work and breakfast. At sea, however, idlers are called, and the expression reveille is not properly used.

He reminds us that an idler in this case does not refer to one who is slothful and lazy; the term refers to those members of the ship's company who did not stand a night watch.

As you say, "Watch Officer's Guide" states "Reveille is not sounded underway," and "Bluejacket's Manual" lists the underway call as "Up all idlers," instead of reveille.

Another naval custom and tradition which may be relevant is the listing of daily evolutions both underway and in port. Plans of the day for both situa-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

tions customarily list the getting-up evolution as "Reveille." However, the word which is passed while underway is "Up all idlers."

There's a big difference. One is the signal for the evolution; the other, the evolution itself. Thus the signal "Up all idlers" is made underway and reveille is held.

From this, our learned friend goes on to do a little speculation of his own. We quote him directly:

Reveille, as can be inferred from the "Bluejackets' Manual" and the "Watch Officers Guide," is an all hands evolution, i. e., "Reveille, Up all hands. Trice up all bunks."

In the days of sail, watches were "starboard n' larboard" and watchstanders were hard pressed to get enough sleep underway. It is obvious that a large number of men were involved in the underway situation.

For these reasons, it is believed that in order to permit watchstanders to get enough rest they were allowed to sleep in the morning while breakfast was being prepared and all "idlers" were

roused to prepare breakfast and begin the daily routine of cleaning ship. At some time before "Beating to quarters" late hammocks were lashed up. This can be seen today when the word is passed "Up late bunks" which evolved from "Up late hammocks."

With the evolution of steam and watches in three or more sections, custom now defines "idlers" as those standing the midwatch, and only they and other specially authorized late sleepers are allowed to sleep late.

By current custom this also applies to the in-port situation; even though "Reveille" is customarily sounded, the idlers are allowed to sleep late.

• The explanation is interesting and plausible. We can't help but wonder what Cap'n Mossbottom will make of all this. We'll bet he knows the answers because he was probably there.—ED.

## Conflicting Security Instructions

SIR: I would like to know the proper disposition of an Emergency Destruction Bill prepared in accordance with OpNav Inst. 5510.1B, Article 0625. The article specifies that lists shall be prepared which show the locations of classified material, the personnel responsible for destruction and the recommended place and method of destruction.

Article 212 of ACP (Allied Communications Publication) 122B directs that a list showing the names of persons having the safe's combination is to be placed inside the safe.

Since the ACP article directs that the names of persons having the safe's combination be locked up, it would appear that the OpNav Instruction would either nullify the effects of the ACP article or imply that those charged with the destruction of classified material would not have the combination to the safe in which that material was stored.

Can ALL HANDS give an interpretation of these seemingly conflicting policies?—A. K. M., YN2, USN.

• It might be well to mention before proceeding that ACP 122B applies to communication security procedures while OpNav Instruction 5510.1B is concerned with all other security procedures. Also that the OpNav instruction applies to the destruction of classified material.

Persons charged with the destruction of classified material do not necessarily have everyday access to the safe in which the material is stored. The safes might well be (and probably are) opened and closed daily by others.



LOOK AT THAT—Net layer USS Butternut (AN 9) claims to be third oldest ship in Navy on continuous active duty. Butternut was completed in September 1941.



Combinations to all safes in a given area are kept in a central repository. If an emergency destruction of classified material is necessary, those charged with destroying the material in certain safes can obtain the combinations to the safes from the central repository.—Ed.

#### Motor Vehicle Laws

SIR: Each time I arrive at a new duty station I begin the same old confusing investigation of the local automobile registration, driver's license and tag laws. Perhaps ALL HANDS will help clarify the situation.

In the first place, are the tags a serviceman keeps on his auto legal in any state? Secondly, is a Navyman's driver's license good in any state?—O. E. B., GMCC, USN.

• *It just depends. In your case (we note your return address is Oklahoma) you may legally register your auto in your home of record, and legally drive in Oklahoma with a driver's license from your home of record. That word applies to most—but not all—states in which you may be stationed.*

*As for explaining the motor vehicle laws which are likely to affect the serviceman—in the future ALL HANDS hopes to print an article listing the motor vehicle laws of each state as they apply under the Soldiers' and Sailors' Civil Relief Act.*—Ed.

#### Anyone Want to Dispute This Claim?

SIR: In your September issue, you said that the oilers *uss Platte* (AO 24) and *Cimarron* (AO 22) were in the Over-25-Year Club. My hearty congratulations to those two ships, for that is quite a distinction. But I feel my ship is better qualified for the number one position.

Recently we observed her 168th birthday. I am, of course, referring to *Old Ironsides* herself, the frigate *uss Constitution* (IX 21). As you probably know, she is still in commission. She is a separate command, and is the flagship of the Commandant First Naval District.

Surely 25 years in commission is worthy of note, but I'm sure you understand that to us any ship with less than 100 years commissioned service must still be considered a boot.—A. J. Leblanc, Executive Officer, *uss Constitution* (IX 21).

• *We appreciate your feelings.*

*And we didn't completely forget about your ship, but thanks for mentioning her anyway. Constitution, of course, is in a class by herself. In a forthcoming issue we will include a more complete report.*—Ed.

#### Sorry, Wrong Number

SIR: I would like to know if ALL HANDS can provide the bureau number of the aircraft Colonel John Glenn used when he set a transcontinental speed record. I think it was about 1957.

## Second Fleet Blue/Gold Operations

SIR: I would like to clarify the distinction between the Second Fleet Blue/Gold Operations and the *Polaris* Blue/Gold crews concept.

In the Second Fleet Blue/Gold Operations, the ships, rather than individual crews, are two-platooned. The ships of the Fleet are divided into two groups—a "duty group" and a "non-duty group." The portion of the fleet scheduled as the duty group performs all sea assignments and away from home port visits. The ships in this group are scheduled as a single task group, though they may be widely dispersed.

The ships in the non-duty group remain in their home ports.

Normally, the non-duty group relieves the duty group every three weeks. There are many advantages to this system, but the most important ones are in the area of individual sailor benefits affecting some 81,000 Navy families along the East Coast.

The Second Fleet sailor can now better predict time in home port and thereby plan his leave in advance. This predictability of his ship being in home port also increases his opportunity to attend service schools, and a myriad of other personal planning matters.

I hope this clarifies the Fleet Blue/Gold concept.—Dale K. Patterson, LT, USN, Public Information Officer.

• *Second Fleet's Blue/Gold Operations have been watched with interest by the rest of the Fleet. The success of this program to date deserves the praise it has already received.*—Ed.

The flight was made in an RF-8A photo-Crusader from the west coast of the United States to the east coast, and we believe Colonel Glenn was attached to the Naval Air Test Center, Patuxent River, Md. at that time.

Detachment 42 of Light Photo Squadron 62 is the present custodian of RF-8A bureau number 141363, which is said to be the record setter, but we have no actual evidence to support this claim.

BuNo 141363 was the first photo-Crusader manufactured and consequently is the most ancient Crusader still in

service with the Fleet. The venerable machine flies regularly from the deck of *uss Franklin D. Roosevelt* (CVA 42) which, as of this writing, is deployed to the Mediterranean.—M. L. H., USN.

• *We don't like the role of bearer of bad tidings; however, VFP-62 doesn't have a valuable antique in its possession—at least not that particular valuable antique.*

*The plane flown by John Glenn on his record trans-continental flight on 16 Jul 1957, was an F8U-1P, serial number 144608.*—Ed.

**SIDE BY SIDE**—Guided missile cruiser *USS Boston* (CAG 1) moors alongside *Albany* (CG 10) in Augusta Bay. *Boston* relieved *Albany* as flotilla flagship.





## How Much Are Your Fringe Benefits Worth to You?

SIR: In the July 1965 issue, an article entitled "Navy Exchanges Pay Off for Navymen in More Ways Than One" (page 49) brought a question to mind. Namely, do our "fringe benefits" actually help us, or do they merely constitute an excuse for lower basic pay?

I feel that:

- Commissaries and exchanges are less convenient than local civilian supermarkets and chain stores, both by location and because of overcrowded conditions;

- Commissary and exchange prices are not always lower than prices on the open market; and that

- Medical benefits for dependents are likewise of dubious value, because of the long waiting periods at most dispensaries.

I hasten to add that all these services are invaluable in overseas locations, regardless of any inconvenience involved. But in view of my personal belief, I wonder how much our fringe benefits are considered to be worth? What is their value in dollars and cents?

If there are any figures available on this subject, perhaps you could publish them.—B. S. S., LT, USN.

- There are some figures available, and we will publish them. But first, this point:

Navymen are entitled to a variety of fringe benefits. Bear in mind that the value of benefits each man receives is dependent on several factors. The actual value received varies from man to man.

To be more specific, the real "value" of some fringe benefits received by an individual depends on his marital status, the size of his family, the availability and usage of fringe benefits and, of course, whether or not the man remains in service long enough to collect the most valuable of all fringe benefits—retirement pay.

Your question is one that has been asked by others, including Congressmen studying military pay raise proposals. Congress endeavors to adjust military pay on the basis of "total

compensation," which is the aggregate of all money, goods, services and other benefits furnished to or received by a member for his services rendered.

We cannot comprehensively discuss a Navyman's fringe benefits in the space available to us here. In the December 1963 issue we devoted 96 pages to the subject and still felt we had left out a few points. (We're referring to our special issue "Rights and Benefits of Navymen and their Dependents," reprinted as NAVPERS 15885-B.)

Generally speaking, however, the fringe benefits portion of a Navyman's total compensation is divided into five categories, according to a recent Department of Defense report. These are: Retirement pay; leave and holidays; medical care for dependents; Social Security employer contribution; and "all others." "All others" includes commissaries and exchanges, separation pay, FHA mortgage insurance premiums and unemployment compensation.

According to this DOD study, every dollar the government spends on a serviceman's fringe benefits is cut up as follows: Retirement pay, \$.51; leave and holidays, \$.33; medical care for dependents, \$.07; Social Security employer contribution, \$.06; all others, \$.03.

Interestingly enough, when men speak of fringe benefits they frequently attach great significance to commissary and exchange privileges, on the assumption that these were the two most important benefits provided. Actually, although they are valuable benefits to many men, the figures above point out that they do not represent a substantial contribution toward total compensation.

Which brings us back to the main point. We cannot answer your question, in realistic terms, because only you can determine how valuable your fringe benefits are to you.

To a man with a large family hard hit by illness, free medical care might be worth several thousand dollars a year. The mechanically inclined can

conceivably save several hundred dollars a year by doing their own automotive repairs at the Special Services hobby shop. To some, commissary privileges might constitute tremendous savings over the years, depending on circumstances.

In reference to the specific points raised in your letter, you might bear in mind that:

- Commissaries are operated as a necessity, not a convenience, and are only authorized when these services are not readily available in the civilian community.

- Exchanges operate on non-appropriated funds on a small net profit basis.

- Medical benefits to dependents are available after care to the serviceman himself. The difficulty in obtaining many medical services for dependents is primarily due to the shortage of doctors. This shortage in many instances is found outside the service as well, and civilians, too, often have long waits in doctors' offices. While the long waiting periods encountered by dependents are regretted, it does not change the fact that the service is without charge. Most civilians would be happy to wait for free medical attention.

The entire package of fringe benefits is more valuable to some than to others. The situation is periodically reviewed to determine if total compensation for servicemen, including fringe benefits, is adequate. When Congress decides it is not, an adjustment is made, such as the recent pay raise.

You asked for some figures.

A Department of Defense study of military compensation, published in 1964, states that the value of total fringe benefits to the average enlisted man in fiscal year 1964 was \$1165.40. For officers, the figure was \$3110.90.

These figures are helpful to DOD when budgeting for funds. But they probably will mean little to you, because, as we say, the actual value varies from individual to individual.—Ed.

## Plastic Garbage Bags—Why Not?

SIR: An item in the Four-Star Forum section of the October 1965 issue proposed the use of disposable plastic liners for shipboard garbage cans. The writer suggested that such liners would aid sanitation and solve the problem of dumping garbage in rough weather.

I would like to add my support to this suggestion, because I know the idea is practical. As a matter of fact, we were using just such liners for our garbage pails in *uss Maloy* (DE 791) over two years ago. Our benefactor was P. B. Yarrington, a senior chief hospital

corpsman, who suggested the idea.

On 10 Oct 1963 the CruDesLant supply department sent a "Supply Gram" to all ships in the force concerning this idea. Here's how it read:

"Sani-liners—A very practical suggestion regarding another use for the polyethylene bag has been forwarded by *uss Maloy* (DE 791). During the annual supply inspection of *Maloy* it was noted that these bags were being used as sani-liners for the G. I. cans in the scullery, resulting in a great improvement in appearance.

"The bag may also be used to trans-

port garbage, in port, to the pier. It saves wear and tear on the G. I. can and also keeps the can clean. Underway, bags may be used to stow garbage until proper disposal is authorized. Again, cans remain clean, and the bag is much easier to carry than the can.

"Caution: The bag, although very strong, is limited in weight capacity. It could be rather embarrassing should the bag become overloaded and break while transporting garbage to disposal.

"Stock number—GSA No. 8105-655-8286, bag, polyethylene, 16" X 14½" X 38½". Packed 144 per case—cost



\$11.45 per case (cheap when the life of the G. I. can be extended). Consult your GSA catalog for correct ordering procedures."

That's the story.—Frederick P. Schmitt, LTJG, SC, USNR-R.

• It all sounds very practical and sensible to us and we thank you for passing on the information.

We expect it will be used by many ships of the Fleet. A check with the CRUDESANT Supply Department confirms that many ships are, in fact, using these liners now.—Ed.

### Great Guns!

SIR: I have been asked to obtain information on a short-lived USN shooting medal, which I believe was known as the "great guns," "great guns efficiency" or "great guns expert medal." I have been unsuccessful in uncovering any information on this subject.

Do you know the correct title of this award; when it was authorized and the criteria for receiving it?—R. A. W.

• We imagine that you're referring to the short-range battle practice award—a badge given to midshipmen for exceptional merit in short-range battle practice. The award was authorized by the Secretary of the Navy on 11 Jan 1934, and subsequently a medal with ribbon was approved.

The award was discontinued during World War II, but during the latter part of 1957 a recommendation was made to reinstate it. In March 1958 the Permanent Naval Uniform Board recommended against the issue or wearing of the short-range battle practice medal or ribbon because there was no longer a midshipman practice squadron. The Board felt it would be impracticable to conduct competitive firing



"SWIFT BOAT" is name given to the new PCF (patrol craft, fast) 50-footers which arrived in Vietnam recently as part of the Coastal Surveillance Force.

exercises for midshipmen without the practice squadron.

On 21 Apr 1958 the Assistant Secretary of the Navy for Personnel and Reserve Forces approved the Uniform Board recommendation, abolishing further wearing of the medal or ribbon.—Ed.

### On Shipping Cars to Hawaii

SIR: As I was reading your October issue, I came across a statement which was incorrect.

In your article entitled "It's Aloha Whether You're Coming or Going in Happy Hawaii," you said that enlisted

personnel in pay grade E-4 (with under four years' service) and below could ship their cars to Hawaii on a space available basis.

That is no longer true. This policy was discontinued some time ago, due to operational commitments which made it impossible to ship automobiles on Fleet vessels for these members.

Therefore, if an E-4 with less than four years' service, or a lower rated man wants to take his car to Hawaii, he'll have to foot the bill.—W. C. Salembier, LTJG, SC, USN.

• Thank you for the information, Lieutenant. We stand corrected.—Ed.

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OFF VIETNAM—Task Force 77, part of the Seventh Fleet, has been conducting strikes against North Vietnam bases.

# FLAG DUTY

*On the following pages are some samples of famous flagships of the Navy. The flagship serves as the headquarters of a large naval command. What are the duties of personnel assigned to a flag staff? The following report from the Seventh Fleet points up the various duties and responsibilities of the staff personnel aboard the flagship USS Oklahoma City (CLG 5).*

**D**IRECTING the daily activities of the world's largest numbered fleet is big business.

The fleet is the U. S. Seventh Fleet, and its area of responsibility is 30 million square miles of the western Pacific, roughly one-fifth of the earth's surface.

Assigned to this task are approximately 170 ships, 700 aircraft and 70,000 Navy and Marine Corps personnel. This force is deployed nearly 7000 miles from the mainland of the U. S., and the job of these men and equipment is to serve as a mobile deterrent to communist aggression in the western Pacific.

The individual with the task of

running the most powerful fleet ever assembled except in a declared war is Vice Admiral John J. Hyland, Commander Seventh Fleet. He directs the operations of the Seventh Fleet from his seagoing headquarters in the guided missile light cruiser USS *Oklahoma City*.

The three-star admiral has a professional supporting team. This unit is the admiral's special staff—made up of 55 officers and 200 enlisted men.

Carefully selected on the basis of experience and training, this tightly-

**ON THE GO**—ComSeventhFleet staff logistics division coordinates the planning for support of Fleet's ships and men.



**ALL HANDS**





AT WORK—Aerial photos are studied in intelligence division. *Rt:* Radarmen in war room draw plot for a briefing.

knit staff provides COMSEVENTHFLT with talent in all aspects of naval warfare needed to keep the fleet on the line.

The aggregate naval experience recorded by staff officers and men would be more than 2000 years. With such a background, the staff is geared to handle the various problems constantly arising rapidly and efficiently.

**S**OLVING PROBLEMS and "running" the fleet require round-the-clock attention because—with the operating ships of the fleet—there is no quitting time. Consequently, the admiral's staff works 24 hours a day, seven days a week (holidays included),

keeping the Seventh Fleet keyed to the tension spots of the Far East and wherever a need for assistance is evident. The range of responsibilities is varied, from action in Vietnam to rescuing a ship in distress.

To do the job, the radio and teletypes in the fleet flagship's main communications center chatter day and night. Officers and men staff the Seventh Fleet war room at all hours. Regardless of the time, work must be handled as the necessity arises.

With increasing Seventh Fleet participation in Southeast Asian action, the role of the staff takes on even greater significance. The staff provides Admiral Hyland with advice, research and recommendations

which assist him in directing the fleet in its challenging assignments.

The staff's operation is directed by a captain who is Chief of Staff to ComSeventhFt. He coordinates the activity of six major staff divisions: Operations, Plans, Intelligence, Communications, Logistics and Administration.

The Operations Division, also headed by a captain, directs strike operations, reconnaissance, ship movements, training and fleet readiness. All are important jobs and it takes the largest portion of the staff to keep these areas squared away. With the increased tempo of Seventh Fleet operations in Southeast Asia, *(Continued on page 34)*

SEAGOING HQ—VADM John J. Hyland, Commander Seventh Fleet, directs operations from USS Oklahoma City.





# NAVY FLAGSHIPS

## A Sample of

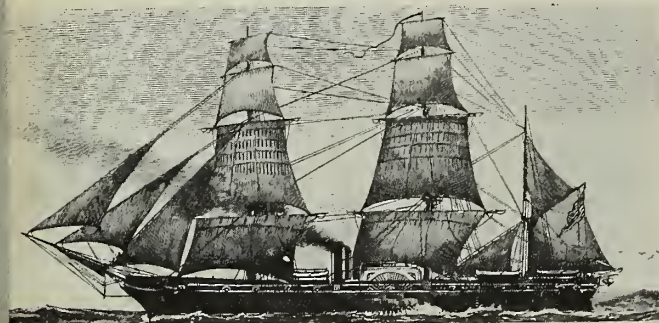
Flagships, the floating command posts from which naval warfare since ancient times. In the United States for their association with well known leaders and even some—but far from all—of the significant flagships of ships of to



**VINCENNES**—Flagship of Lieutenant Charles Wilkes' South Seas and Antarctic surveying expedition, 1838-1842. First U. S. warship to circle the globe.



**LAWRENCE**—Commodore Oliver Hazard Perry's flagship at the Battle of Lake Erie, 1813.



**USS POWHATAN**—One of Commodore Matthew Perry's three flagships during the Japanese treaty expedition of 1853-54.  
Below: **USS Hartford**—Civil War flagship of Admiral David G. Farragut at New Orleans in 1862 and Mobile Bay in 1864.



**ALFRED**—Flagship of Continental Fleet under Captain Esek Hopkins that raided the British island of New Providence in the Bahamas in 1776.

**USS CONSTITUTION**—Commodore Edward Preble's flagship at Tripoli in 1804. Earned the name "Old Ironsides" in victory over British Guerriere.





# PAST AND PRESENT

## Famous Names

Operations are directed, have been an important part of the Navy. Many such ships have earned a place in history both in combat and in peacetime. Shown here are the past. Along with them are pictured the current flagships of the Navy's fleets.



USS OLYMPIA—Admiral Dewey's flagship at the Battle of Manila Bay.



USS CONNECTICUT—Flagship of Great White Fleet's round-the-world cruise, 1907.



USS WADSWORTH (DD 60)—Flagship of first destroyer group to arrive off Queenstown, Ireland, in World War I.

USS NEW JERSEY (BB 62)—Admiral William F. Halsey's flagship at the Battle of Leyte Gulf, 1944.



USS BROOKLYN—Flagship of Commodore W. S. Schley's Flying Squadron, Battle of Santiago, Cuba, 1898.



USS AUGUSTA (CA 31)—Flagship of Asiatic Fleet, 1933-1940, and of Western Naval Task Force in North African landings in 1942.

USS CONSTELLATION—Flagship of Captain Thomas Truxtun during quasi war with France (1798-1799) and served as flagship of Atlantic Fleet during World War II.





**BUSY GROUP**—Men of operations division have a lot to do. *Rt:* Administrative officer takes problem to chief of staff.

involving frequent air strikes in North Vietnam, the Operations Division plays an important role in activities that make tomorrow's headlines.

**E**QUALLY VITAL is the Plans Division, headed by a third captain. The Plans officers prepare estimates on operations, study future activities, work out war plans, and provide additional brainpower to the paperwork side of the Fleet's operations.

Since Seventh Fleet operations often involve other branches of the Armed Forces, there are representatives of the Army, Air Force and Marine Corps assigned to the Plans Division in a liaison capacity.

The Intelligence Division provides

the admiral, other members of his staff and the fleet with a multitude of information. Under a commander, the division provides up-to-the-minute enemy threat analyses that serve as a basis for execution of many plans and operations. The division consists of both line officers (including a naval aviator) and intelligence specialists, to provide the experience required in assessing the full range of the intelligence spectrum—from politico-military aspects of insurgencies to the foreign application of modern naval warfare.

The Communications Division, with a commander in charge, provides Admiral Hyland with instantaneous communications to and from

the fleet as well as with other government and civilian agencies. Thus the flagship fulfills its function as the nerve center for Seventh Fleet operations. The staff communications officer also plans and coordinates the communications effort for the entire fleet.

**E**NOUGH MESSAGE traffic comes through the Seventh Fleet flagship's "comm" center in one day to fill a six-by-eight-foot room from floor to ceiling. The words involved would fill six standard dictionaries in the same 24-hour period.

Next comes the Logistics Division. Its boss is a captain, who coordinates the logistic planning for support of the approximately 170 ships and 70,000 men of Seventh Fleet.

Working with personnel and administrative needs and problems generated by some 70,000 men is the job of the Administrative Division, headed by a lieutenant commander. He and his staff plan, coordinate and supervise the activities of the fleet which include personnel, legal, medical and dental matters, welfare, recreation, medals and awards. Administration provides valuable support to the needs of 70,000 men.

Together with other staff officers and enlisted men, these division heads, through the Chief of Staff, provide COMSEVENTHFLT with the support he requires to administer the daily activities of the world's largest fleet.

Day after day, the officers and men who serve on staff duty conduct their myriad responsibilities with skill and precision. This is what puts the Seventh Fleet on the front line of defense in the Western Pacific.

**FIRE POWER**—Flagship *USS Oklahoma City* tests her *Talos* missile system.







USS MISSOURI (BB 63)—World War II Third Fleet flagship and scene of Japanese surrender ceremonies, 2 Sep 1945.



USS MT. McKINLEY (AGC 7)—Served as a flagship in many World War II operations in the Pacific, and General MacArthur's flagship for the landing of UN forces at Inchon, Korea, 1950.



USS PROVIDENCE (CLG 6)—Current flagship of First Fleet operating off the West Coast.

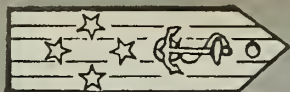


USS NEWPORT NEWS (CA 148)—Current flagship of the Second Fleet in the Atlantic.

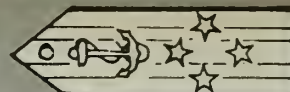


USS SPRINGFIELD (CLG 7)—Current flagship of U. S. Sixth Fleet in the Mediterranean. Below: USS Oklahama City (CLG 5)—Present flagship of Seventh Fleet operating in the western Pacific.





## FOUR STAR FORUM



### Suppose You Were CNO for Sixty Minutes

#### Bachelor Navymen

As training PO for my department, it is part of my job to act as career counselor and interviewer. I believe I can present Navy life in a favorable manner to the potential reenlistee, but it is my opinion that there is an inequity in the case of single men.

At the shore station where I am, the enlisted married men are more or less making the same amount of money as their civilian counterparts. Such is not the case with the single Navyman. For example, a single man is not allowed to draw ComRats unless he is an E7.

The argument is always brought up that a single man does not have to pay rent or buy groceries. This does not mean that the single man would not prefer to live on the beach, even though he prefers to remain single.

It is my opinion that a single man on shore duty (especially in higher pay grades) should be allowed to choose between living ashore or on the base, and he should be allowed to draw ComRats and BAQ, or

something along these lines, if he goes ashore.

He is doing the same job as the married man; therefore he should have the same comforts. Also, it is very demoralizing for the PO1 or PO2 who is single to have fewer benefits and less take-home pay than the married men who work under him.

R. E. H., TM1, USN  
New London, Conn.

#### Sea Duty after Boot Camp

I strongly concur with Lieutenant Pfister in his statement in the August issue that sending new recruits to rather bland shore billets before school or their initial sea tour is not the way to start them off.

If an opportunity exists to acquaint a sailor with ships and the sea, then that opportunity should be sought out and used. Midshipmen cruises are short, but in two months at sea a midshipman can put to use what he has learned in a year at school. Could not a recruit do the same in four or five months at sea after completing boot camp? Let

them put to use the practical knowledge gained in boot training, and continue their basic training in seamanship at sea. Then they can go on to specialized training at a shore school.

C. E. Giese, Jr., LT, USN  
CO, USS *Morysville* (EPCEP 857)

#### But Don't They Always?

If I were CNO for 60 minutes I would try to eliminate the minor gripes of the Navyman by having the leading chiefs of ships and stations hold meetings with these men by rate. Have them air these views and take action on their views. This would get ideas out in the open and make the enlisted man feel that something is done.

I would also take advantage of the draft, and I would use these men who are drafted into the Navy in non-technical billets, such as mess-cooking, first lieutenant and deck force divisions aboard ship. This would leave the enlistee, who has usually gone to a Navy school, available for the skilled job he enlisted for.

G. W. McPike, ADR2, USN  
Utility Squadron Eight.

#### Reduce Shore Duty Billets

After a relatively short time on my present tour of sea duty I feel that the U. S. Navy should keep ships staffed to full allowance. I suggest this be done by cutting down on the number of shore billets or reducing the number of active ships.

On the surface it appears that shore stations could perform missions with less personnel. I would assume that, in the past, to improve retention, the Navy created billets ashore to increase the opportunities of shore rotation. The Navy's intention was laudable, but it hasn't met expectations. The Navy felt that, given more shore duty, a sailor would ship over. There is, of course, no magic answer to the question of shipping over.

Navy life is basically a life at sea. Therefore, we should make life at sea as appealing as possible. Sea duty isn't bad; what is bad is that the job





never gets done. This is because of the shortage of personnel afloat. It is hard to keep up with the daily routine; it is impossible to get ahead.

Navymen want to work. They want to do the job right. They want to have training programs and accomplish projects which, when given the time, may prove beneficial to the Navy. And most of us in the sea service really like our fair share of sea duty.

Richard A. Ruth, IV, LCDR, USN  
USS *Cambria* (APA 36)

#### Less, but Better, Paperwork

If, through some great miracle (possibly made even more unlikely by this letter), I were appointed CNO for an hour, I would be too excited to accomplish anything. But, I can't pass up this opportunity to express my views.

I am a line lieutenant filling the billet of supply officer on a submarine. I recognize that the tremendous problem of supporting our ships and stations is extremely well managed and well organized, as evidenced by the outstanding reputation of our afloat units. However, the following problems do bother me.

Each new supply department requirement increases the workload on the operating forces. More records. More reports. More time-consuming requirements.

I suggest that we fully investigate the necessity for increasing the amount of work required by the shipboard supply team. Make every effort to put the added paperwork ashore. I seriously doubt that much of it would seem so necessary if those who require it had to maintain it. The new workload is too great for one storekeeper and a part-time supply officer.

Requisition processing times, receipt of status, and resultant material arrival on board my ship have not been in accordance with stated procedures on priority time frames. The supply system is overwhelmed with so many high priority requests that the control points and supply centers cannot process routine requirements within the stated time. Therefore, we are forced to use higher priorities than normally justified to ensure material receipt within a reasonable time.

I suggest that we monitor more



closely the actual items requisitioned on high priorities. Priority O1 cannot be justified for such items as transistor radios, ship's letterhead and rubber stamps regardless of scheduled deployment dates or the mission of the unit involved.

One further thought—the structure of fringe benefits gives the married Navyman an advantage over his bachelor shipmates. Married men are provided by the Navy with a place

to go in port. A place of their own choice away from the constant activity of a naval command.

Bachelors are expected to endure all manner of inconvenience under the old adage, "On board—On Duty."

I suggest that the Navy insure bachelor personnel, officers and enlisted, better than second-rate lives.

John W. Blatt, LT, USN  
USS *Skale* (SSN 578)

#### Sea Duty for Academy Grads

In the July "Four-Star Forum," the suggestion was made that specialists and staff officers acquire some line time. As a staff officer, I strongly concur with this view and would go a step further by attempting to start as many officers as possible with 1100 designators.

Specifically, I think that, upon graduation, all USNA officers should go to sea. Arguments which are usually raised against this scheme are based on the need to begin specialized training early, and the assumption that we can't live with a temporary delay in the input to various specialties. A third argument is sometimes raised that those officers with visual defects may not qualify for

#### An Invitation from Topside

*Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.*

*Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.*

*What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?*

*With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

*The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)*

*This is a golden opportunity to provide a forum for your ideas.*

*The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.*

*Here is another installment. Keep your ideas coming.*



duty at sea. Show me the capital ship which will refuse to employ an officer with glasses.

In response to the argument that we cannot afford to delay the beginning of specialized training, I can only emphasize the point previously made that contact with realities of Fleet problems can have a positive effect on the qualifications and usefulness of staff and special duty officers. I personally think the requirement of orientation toward Fleet problems demands some delay or interruption in non-1100 officer career patterns.

In response to the argument about minimum annual officer input required to exist, I just do not believe that the system is so inflexible that we can't route our future staff and specialized officers through at least one short sea tour, preferably before officially choosing a specialty.

As a Civil Engineer Corps Officer, I think we should have as personal an understanding as possible of the problems of the operating Fleet in order to more effectively discharge our responsibilities in support of that Fleet.

P. A. Phelps, CDR, CEC, USN  
MCB 8

#### How to Spend Your Pay Raise

I would like to suggest a means by which we can save part of the very

generous pay raise that was given us. We hear so much about buying bonds but, if you are aboard ship or overseas, where can you get them?

I already have a bond allotment with my bonds being held in safekeeping, but there are times when I have an extra \$20.00. I think disbursing should be able to sell bonds in locations where bonds are not available. I realize an extra work load would be put on the disbursing office, but bonds help our country so I believe this would justify the extra work.

Paul Q. Vile, MM1, USN  
USS AFDM 5

#### RecSta Procedures

I would like to suggest a change in check-in, check-out procedures. It seems to me that a small amount of coordination could save a lot of wasted time and energy.

For example, A. B. Sailor checks in to a station for duty. He is single with no car and arrives late on a Saturday night. He is instructed to wait until Monday morning to check in formally. Monday (the worst possible day) rolls around and, with all his earthly possessions, Sailors sets out to complete the check-in slip which has been handed him by the yeoman. Many wasted footsteps and aching muscles later, he triumphantly returns the slip. He gets the "Mon-

day-morning-glazed-eyes" reception at each stop. He waits an hour and a half to find out that three of the required signees are at a meeting. And so on.

He wrestles his seabag some 10 blocks to the Post Office (and 10 blocks back) only to spend two and a quarter minutes to fill out a change of address card. Now he is decidedly demotivated and understandably so.

Why can't he fill out the change of address card and the chaplain's data card, leave his health, pay and service records at the check-in office?

Sickbay, Dental, Disbursing or any other facility can notify him by a simple phone call if he is required at their offices. Records of everyone checking in that day could be sent by Guard Mail to their ultimate destinations. If the man needs pay, he could elect to visit the disbursing office on his own.

There are those who will say that if he does not actually visit each place, how else will he learn his way around? I say hand him a map; if he can't read it he doesn't belong in the Navy in the first place.

H. E. W., MMC, USN

#### Status of Single Sailors

Being a career bachelor as well as a career Navyman, I would make a few improvements for the single sailor in this married man's Navy.

To start with, it seems that many married men are assigned overseas shore duty even though they do not want it, while a single man of the same rate and rating who would like such a tour of duty never seems to get it. This is not only demoralizing for both parties, but the cost to the Navy of shipping dependents and household effects compared to one single man and his sea bag is completely out of proportion. Then too, since the pay of a married man is higher than that of his counterpart, it stands to reason that the gold flow overseas will also be higher.

An obviously simple solution to this problem would be to take a man's marital status into consideration when an overseas billet is to be filled. The order of priority could be as follows:

(1) Single men who have requested it; (2) married men who have requested it; (3) single men who did not request it; (4) married



men who did not request it.

My next change would be that of barracks. Although it's true that some barracks are in excellent condition and quite comfortable, they are still a far cry from home. When a married man is off duty he can go home, relax, putter around the house, eat home cooking, and enjoy himself in general. All a single man has to look forward to is going to a noisy barracks, eating in the mess hall and, unless he hits the beach, a dull, monotonous evening of sitting around in complete boredom.

I think that a man should be given a choice of living aboard, or collecting a regular subsistence and living on the beach.

Gary L. Brown, TM1(SS), USN  
USS *Hardhead* (SS 365)

#### Plenty of Ideas

I have a few ideas I would like to see put into effect.

Initiate a screening board on all officers every two years and also initiate a leadership school to be added into the final weeks of OCS. This would reduce the misfits.

Take enlisted men on their first enlistment and give them more than one ship. Many men spend their entire enlistment at one command and draw the conclusion that all of the Navy is like that one ship or station.

Let recruits have more say in regard to which schools they want to attend. Men with high battery scores are usually forced to attend schools not of their choice and then money is wasted by having them drop out of school for one reason or another half way through the school.

Give the second and third term personnel more of a choice of what they want. Too much time is being given to keeping men on their first enlistment in the Navy and more of the "oldtimers" are getting out, feeling that they have nothing to look forward to.

J. F. Smith, RD2, USN  
USS *Caliente* (AO 53)

#### Consider the Personal Factor

It has been our experience that most Navymen, after spending several years at sea before shore duty, consider the area and type of duty ashore a prime factor when thinking about a naval career. While we realize that the needs of the



Navy come first, we believe that the personal factor should be taken into consideration before transferring a man to any station. If a man is happy in a billet at sea and the need exists for someone to fill this billet, he should be allowed to remain in this sea billet.

Quarters for single men could be improved upon. The barracks could be sectioned into rooms with locks, for first and second class petty officers. Partitions for third class petty officers and non-rated men could be built. In this way, personnel would be held responsible for the cleanliness of their own areas, thus alleviating the necessity of a large cleaning crew. Further, this would be an added incentive to personnel to make rate.

When on shore duty, commuted rations should be available to all

petty officers. The freedom given in choosing what and where petty officers eat would improve morale of the bachelors.

Most commands are more concerned with the paper work connected with the physical fitness program than the actual idea of physical fitness. In order to be physically fit, exercise should be required two or three times a week rather than once a quarter.

Personnel in critical rates who are drawing P-2 proficiency pay while at sea should not lose this pay when working on related equipment ashore. This situation is more noticeable at Research and Development facilities where the equipment is largely prototype.

Glen Elliott, FTM1, Charles Shelbaer, FTM1,  
George McGarter, FTM2, Mark Poland, FTM2,  
David Schick, FTM3, White Sands, N. Mexico.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**GOOD LISTENER**—Navy porpoise Tuffy responds to acoustic device used to recover missile cradles. Tuffy follows the sound and the Navy follows Tuffy.

## **Coral Sea a Winner**

The attack carrier *uss Coral Sea* (CVA 43) and embarked Air Wing 15 have been awarded the Navy Unit Citation. The ship and air wing earned the award during a recent WestPac deployment.

The carrier returned to CONUS in November after spending nearly 11 months in the Western Pacific—eight months of her tour in the South China Sea. During the eight months the carrier launched more than 10,-

000 combat sorties. Her aircraft flew in 160 major strikes and delivered 6000 tons of ordnance against military targets in North Vietnam and Viet Cong Forces in South Vietnam.

Despite the strain on *Coral Sea* Navymen caused by combat operations, the ship maintained her standards of efficiency and safety. In June the ship received the 1965 Admiral Flatley Memorial Aviation Safety Award. *Coral Sea* has now returned to the West Coast.



**LETTERMEN**—*USS Wilhoite* (DER 397) men pose with their W's, awarded for participation in athletics. *Wilhoite* has won two intra-flotilla tournaments.

## **New Construction**

Should you be thinking about spending your next tour of sea duty aboard a new ship, you might take a look at the following report on new construction. Two ships have recently joined the Fleet, while three others have been launched.

The nuclear powered ballistic missile submarine *uss Benjamin Franklin* (SSBN 640) was commissioned at Groton, Conn. As with other *Polaris* submarines, *Franklin* will be manned by two complete crews—the blue and gold.

This latest addition to the *Polaris* fleet makes 30 SSBNs in commission.

*Franklin's* keel was laid 25 May 1963, and she was launched 5 Dec 1964. She is capable of firing the A-3 missile.

The hospital ship *uss Repose* (AH 16) was recommissioned at the San Francisco Bay Naval Shipyard.

Originally commissioned in May 1945, *Repose* served with the U. S. Seventh Fleet in Asian waters. In 1949, the ship helped evacuate U. S. and British personnel from the Chinese mainland. And during the Korean War, *Repose* operated off the Korean coast. In 1954, she was decommissioned.

The hospital ship, equipped with up to a 900-bed capacity, has three operating rooms and the most modern medical equipment available, some of which she did not have during the Korean War. For example, the new facilities include an intensive care ward, recovery ward, frozen blood bank and central oxygen and suction systems.

The hospital section staff of *Repose* consists of 30 doctors and medical service corps officers, 30 nurses and 256 hospital corpsmen.

*Repose* is 520 feet in length and has a 15,000-ton displacement. She is scheduled to deploy with the Pacific Fleet.

The nuclear powered fleet ballistic missile submarine *Mariano G. Vallejo* (SSBN 658) was launched at Vallejo, Calif.

This ship was named for Mariano Guadalupe Vallejo (1808-1890) who supported the rebellion of Californians against their Mexican Govern-



nor. At the time, Vallejo was Deputy to the Territorial Congress. Later he was elected as a state senator to the first California Legislature.

With *Vallejo* launched, the *Polaris* submarine count comes to 30 commissioned, eight launched but not commissioned, and three in various stages of construction.

The guided missile frigate *Biddle* (DLG 34) was launched at Bath, Maine.

The 7900-ton frigate is the fourth ship to be named in honor of Captain Nicholas Biddle (1750-1778), a hero in the Continental Navy during the American Revolutionary War.

The first two *Biddles*, torpedo boat 56 and destroyer 151, have been stricken from Navy records. The third ship to be named Biddle, a guided missile destroyer, was designated the mixed-manned demonstration ship for the NATO Multilateral Force concept. Her name was later changed to *Claude V. Ricketts* as a tribute to Admiral Ricketts' efforts in behalf of this concept.

*Biddle* is a *Belknap*-class frigate with a length of 547 feet and a beam of nearly 55 feet. When completed she will carry a dual *Terrier-Asroc* missile launcher, 3-inch/50 and 5 inch/54 caliber guns, torpedo tubes and the Drone Antisubmarine Helicopter (*Dash*).

The destroyer escort *O'Callahan* (DE 1051) was launched at Bay City, Mich.

The ship was named for Captain Joseph T. O'Callahan, the only Navy chaplain to be awarded the Medal of Honor. He received the award for his

courageous actions while serving aboard the aircraft carrier *uss Franklin* (CV 13) when the ship was attacked by enemy aircraft near Kobe, Japan, in March 1945.

*O'Callahan* is a *Garcia*-class destroyer escort. The new ship will be equipped with an *Asroc* launcher, antisubmarine torpedo launchers and a single 5-inch/54 caliber gun mount. *O'Callahan* also will carry *Dash*.

The new destroyer escort is 414 feet long, has a 44-foot beam and displaces more than 3400 tons. Her keel was laid 19 Feb 1964, and she is scheduled to be commissioned in early 1967.

### Sea Poacher Reminisces

*uss Sea Poacher* (SS 406) had an experience this summer that all teenagers look forward to. She celebrated her 21st birthday. Actually she had come of age very early in life.

Past events during *Sea Poacher's* commissioned service have been filled with excitement.

Built in Portsmouth, N. H., she was commissioned on 31 Jul 1944. Almost immediately the war in the Pacific beckoned for her services.

*Sea Poacher* began her war career a scant three months after being commissioned. She conducted four extended patrols in the waters near the Japanese home islands, sinking nine ships and destroying a shore communications installation with gunfire.

When hostilities ended, *Sea Poacher* returned home to the Atlantic Fleet. She remained homeported in New London, Conn., until



FROGMAN makes adjustment on model of waterjet propulsion unit. Test of unit showed system could drive Navy ship at speeds of 76 knots.

moving to Balboa, Canal Zone, in 1946. Then in 1949 she settled down in Key West, Fla.

While operating in the Key West area in July 1952, the friendly sub demonstrated how helpful she can be to other Navy units. She rescued a blimp.

The blimp had suffered an engine casualty, and was down, adrift at sea, when *Sea Poacher* came to the rescue. She towed the disabled airship 40 miles to the Boca Chica Naval Air Station.

*Sea Poacher* received the Subma-



WHAT A DIVER—USS *Sea Poacher* (SS 406) celebrated 21st birthday two days early with 5901st dive in Navy career.

## TODAY'S NAVY

rine Division 122 award for excellence in fire control and torpedo firing two consecutive years in 1963 and 1964.

No birthday reminiscences are complete without some statistics, so compare this one to the records of other young ladies in the Silent Service:

During *Sea Poacher's* career she has averaged almost one dive every 30 hours, having completed dive number 5901 two days before her 21st birthday:

Any congratulatory messages on this outstanding mark—should other subs care to communicate—will eventually catch up with *Sea Poacher*, although she is still a very busy girl.

### DD Rescues Helo Crew

It was to be a routine day at sea in antisubmarine warfare training for the destroyer *uss Sarsfield* (DD 837). But the day didn't quite wind up that way.

After conducting part of the exercise with the submarine *uss Threadfin* (SS 410), the destroyer was joined by two helicopters to practice coordinated ASW exercises.

*Sarsfield's* air controller was positioning one of the helos near the submerged *Threadfin*, when it was noticed that the chopper was settling toward the water. At the same time, the pilot gave a Mayday, and the destroyer changed course for the scene.

A few minutes later, *Sarsfield's* rescue crew was in a motor whaleboat and headed for the four life



WEDDING MARCH—LTJG H. Ford and his bride cross quarterdeck of *USS Guadalcanal* after wedding.

rafts bobbing in the water (the helicopter had disappeared by this time). Within seven minutes, the helo crew was aboard the boat. And 12 minutes after the pilot had given the Mayday, the four helo crewmembers were aboard the destroyer.

Once aboard the destroyer, the helo crew was found to be in good shape. They were returned to their squadron a few hours later.

### Conway Carries On

No matter how you look at it, a 23-year-old ship is up in years. But you may have a difficult time proving that such a ship is no longer useful.

For instance, take the destroyer *uss Conway* (DD 507). During her years of active service, *Conway* has

seen quite a lot of history. She was originally commissioned back in October 1942, and it wasn't long before she was in combat in the Pacific.

She earned 11 battle stars for her World War II campaigns, which included Guadalcanal, Kula Gulf, Bougainville and Lingayen Gulf.

In 1950, after more than four years of retirement, she came back on active duty with Escort Destroyer Squadron 21 and operated off the coast of Korea from June to November 1951.

Ten years later, *Conway* was one of the ships in the *Project Mercury* space shots. She stood by to assist in the recovery of astronaut Major Gus Grissom in case the helicopter failed.

While on an ASW training cruise in the Caribbean in October 1962, *Conway* found herself as one of the ships in the Cuban quarantine. Like the other ships, she maintained surveillance on merchant shipping to the Caribbean waters, and intercepted vessels which looked suspicious.

Primarily an antisubmarine warfare ship, *Conway* is equipped with rocket launcher, hedgehog mounts, torpedoes and depth charges. In addition she has 5-inch/28 and 3-inch/50 caliber guns for antiaircraft defense, and for surface-to-surface and shore bombardment.

Although 70 percent of her crew is younger than she is, *Conway* keeps up with the best. At present, she is part of Task Group Alfa, an antisubmarine warfare group which develops antisubmarine techniques and equipment.

*Conway* is the second ship to bear that name. The first was a four-stack DD built in 1918.

### Medals for Midway

Having been where the action is since April, the men of *uss Midway* (CVA 41) have had ample opportunity to cover themselves with glory which was later reflected in medals and other decorations.

In ceremonies aboard the carrier at sea, *Midway's* aviators received five Distinguished Flying Crosses, one Bronze Star Medal, 271 Air Medals, 11 Commendation Medals, Five Secretary of the Navy Commendation for Achievement Ribbons and one Purple Heart.

The pilots, flight officers and crewmen from the eight squadrons and detachments of Attack Carrier Air Wing Two also received medals for



INSPIRATION FOR A POWERHOUSE—Wives of four top Defense officials are seen together in one photo. They are (l-r): Mrs. Robert S. McNamara, wife of Secretary of Defense; Mrs. Paul H. Nitze, wife of Secretary of Navy; Mrs. Horacio Rivero, wife of Vice Chief of Naval Operations; and Mrs. David L. McDonald, wife of Chief of Naval Operations. Occasion was a benefit for Navy-Marine Residence Foundation, of which RADM John Crumpacker, USN (Ret), is Administrative Director.



meritorious achievement in aerial combat while conducting air strikes against communist military targets in North Vietnam and Viet Cong strongholds in South Vietnam.

## All-Navy Talent Contest

**T**WENTY-ONE Navymen, two Waves, two Marines and over 3000 spectators gathered at NAS Patuxent River, Md., for the 1965 All-Navy Talent Contest.

It was the first All-Navy level event held in seven years, but the winner was the same as in the last contest—ENS Richard L. McMeekin. (The uniform was different, however.) He played piano and impersonated such famous performers as Al Jolson, Dean Martin and a popular singing group. (When he last won the contest in 1958, he was a yeoman first class.)

McMeekin, who represented the Sixth Naval District, is stationed aboard *uss Yellowstone* (AD 27).

Second place in the contest was awarded to Louis Garcia, SN, of U. S. Naval Station, San Juan, Puerto Rico. Garcia sang a medley of Broadway show tunes.

Harold B. Dial, RM1, placed third. Dial, representing the 14th Naval District, sang "My Funny Valentine" and "Goodbye, Charlie."

A unanimous honorable mention went to Valentin S. Sapov, TN, of U. S. Naval Station, Annapolis, Md. He played electric guitar renditions of "Theme from Exodus" and "Lady of Spain."

Other acts included a pantomime, interpretive dancer, comedians, vocalists and a juggler.

Participants in the contest were winners and runners-up in district events. The districts hold yearly contests to encourage and develop the talents of Navy personnel, regardless of professional or amateur standing.

Judges for the contest were Frank J. Scimonelli, MUCM, soloist with the U. S. Navy Band, Washington, D. C.; Mrs. Eloise Spencer, of the Catholic University drama department; and James Ueberhorst, director of the American Light Opera Company, of Washington, D. C.

## Unrep Centurion

The recent WestPac Cruise of *uss Coral Sea* (CVA 43) has been something of a record breaker, the carriermen report.

At last report before her return,



STAR—Diana K. Albro, YN3, is first Wave to re-up under STAR at Schools Command, Treasure Island, Calif.

the combination of launches and landings of her embarked aircraft had passed the 10,000 mark for this cruise.

About that same time, *Coral Sea* completed her 100th underway replenishment in eight months. Lest anyone miss the significance, that means *mucho* sea time, partner.

On the occasion, *uss Vega* (AF 59) edged alongside the carrier in the South China Sea. After the first shot lines found their mark, a canvas with large numerals "100" was stretched between the two ships, and a plaque commemorating the accomplishment was presented to *Vega*.

## Football, LantFlt Style

COMPHIBLANT's touch football team unleashed a powerful attack in both offense and defense against COMNAVAIRLANT, and won the Atlantic Fleet Touch Football Championship, by a score of 47-7.

Quarterback LTJG Bob Gormley led his team to a 14-0 first quarter, then pushed them downfield for two more touchdowns in the second.

COMNAVAIRLANT, outplayed consistently through the game, scored their only touchdown in the second quarter, after a pass interference call against the 'Gators on the PhibLant 15-yard line.

The first half ended with COMPHIBLANT leading, 27-7.

In the penalty-filled second half, Gormley scored on a 10-yard run in the third quarter and passed for

two more touchdowns in the fourth period, bringing the score to 47-7.

Late in the fourth quarter, 'Gator Don Eggert intercepted a COMNAVAIRLANT pass and ran it 50 yards for a touchdown, only to have it erased on an illegal block penalty.

The COMPHIBLANT team was comprised of players from Underwater Demolition Teams 21 and 22, SEAL Team Two, *uss Mountrail* (APA 213) and *Arneb* (AKA 56).

## Byrd Monument in Antarctic

A memorial to the late Rear Admiral Richard E. Byrd has been placed at the bottom of the world, where he gained his fame as an Antarctic explorer.

The monument—a bronze bust atop a marble pedestal—was the work of Felix de Weldon, sculptor of the Iwo Jima war memorial in Arlington, Va.

Unveiling ceremonies were held on Admiral Byrd's birthday, at McMurdo Station, Antarctica. Inscribed on the base of the monument is a statement once made by Admiral Byrd: "I am hopeful that Antarctica, in its symbolic robe of white, will shine forth as a continent of peace, as nations working together there, in the cause of science, set an example of international cooperation."

Also recorded are some of the more significant achievements of the South Pole explorer, and the dates of his five expeditions.

**SHIPSHAPE** — Personnel of Training Squadron Six stand at attention for the commanding officer's inspection.



Brief news items about other branches of the armed services.



OV2-1 SATELLITE launched by Air Force is designed to explore solar flares and earth's radiation belts in space.

THE U. S. AIR FORCE Air Rescue Service (MATS) has amply proved its worth during its first 19 years by rescuing 12,233 people and saving 88 aircraft. As if this weren't enough, it has also aided an additional 54,000 people and nearly 60,000 aircraft.

The Air Rescue Service is organized for world-wide search, rescue and recovery missions. It has a precautionary or escort service which flies missions (usually over the ocean) to be on the scene in case serious trouble develops in other aircraft.

It also has an emergency service using pararescuemen who work from both fixed and rotary wing aircraft, as well as a program for retrieving space hardware; assisting astronauts and recovering personnel from hostile areas.

In combat rescue operations in Southeast Asia, ARS forces recovered 39 combat aircrews in the year ending last August. Fifteen of the rescues were made in the open sea while 23 were made under enemy fire. During

rescue and recovery operations in hostile areas, ARS aircraft are protected by U. S. Air Force, Navy and Marine fighters.

At the present time, there are about 300 men in Southeast Asia rescue units. They are from U. S. base detachments and serve on a 120-day temporary duty basis. Since August 1964, rescue forces in Southeast Asia have flown more than 6700 missions, totaling more than 12,000 hours.

★ ★ ★

SEISMOLOGISTS are analyzing the results of a recent U. S. underground nuclear test, to learn more about detecting nuclear explosions.

The experiment—dubbed Project Long Shot—was conducted by the Department of Defense at Amchitka Island, Alaska, near the western end of the Aleutian Chain.

This location was chosen because of its geology and its position in the seismically active areas which extend from the Aleutian Islands to Japan.

The deep underground explosion provided data on both the nature of seismic signals from underground nuclear tests and their long-distance travel times. The experiment was aimed at helping scientists learn to discriminate between earthquakes and man-made seismic disturbances. Such a capability has been a major goal of the U. S. for some time.

Information on the experiment was provided to world-wide seismological stations, including an alert previous to the blast. All available information will be collated to aid in the analysis.

★ ★ ★

LANCE WILL GO anywhere—can even be parachuted to a combat zone—which makes it a highly mobile missile system for the field Army.

In recent tests at the Yuma, Ariz., proving grounds, the 10-ton system—which comes complete with its own self-propelled, tracked vehicle—was dropped from a

TECHNICIANS CHECK interior of supersonic wind tunnel at development center in Tennessee. Circuit is lined with stainless steel panels, simulates flights up to Mach 4 (2800 mph). Rt: Scavenging scoop for propulsion tunnel.





transport plane. A cluster of six cargo parachutes carried it down to a soft landing.

Minutes after it hit the designated drop area, Army troops were upon it. They unriggered the parachutes and deployed on a simulated tactical situation. This marked the first time a ballistic missile system had been dropped in this manner. But it won't be the last—*Lance* is being developed with just such mobility in mind.

It is an artillery missile, which can fire nuclear or conventional warheads. Unlike most of today's mobile missiles, it uses prepackaged storable liquid propellants.

*Lance* has been undergoing development flight testing since March 1965.

★ ★ ★

A RESERVATION AGENCY to handle air transportation reservations for all military services has been approved by the Department of Defense.

The worldwide agency is operated by the Military Air Transport Service (MATS) and began operation in November for passengers traveling from CONUS to overseas points. Passengers inbound to CONUS were to be brought into the central reservation system at a later date.

Passenger reservation centers for traffic leaving CONUS have been set up at McGuire Air Force Base, N. J., and at Travis Air Force Base, Calif. Centers spotted at key bases in Europe and the Pacific area will handle inbound and intra-theater reservations.

Overseas bases under consideration as reservation centers are Rhein-Main Air Base, Germany; Hickam AFB, Hawaii; Clark Air Base, Philippines; and Tachikawa Air Base, Japan.

The separate passenger reservation systems which have been used in the past for making military air reservations will be eliminated when both inbound and outbound reservation systems are in operation.

The new system is expected to make fuller official use of available aircraft, thereby reducing space available travel. Otherwise, most servicemen probably will notice little change in air travel procedures.

Home stations will continue to request reservations, issue orders, arrange domestic travel to the terminal and provide other services such as base clearance, passports and hold baggage shipment. Terminals—both MATS and commercial—will accept and process passengers as usual.

★ ★ ★

THERE IS A NEW electronic shooting gallery at Wright-Patterson Air Force Base, Ohio. It is not, however, designed for entertainment.

This new test range provides all the military services with what is perhaps one of the most versatile test grounds for airborne reconnaissance. It is capable of telling just how well the photographic, electro-optical, infrared and radar detection instruments aboard the reconnaissance aircraft are performing.

Generally speaking, here's how the test range will work: A plane will fly over at an altitude between 2000 and 10,000 feet as if on a reconnaissance mission. It will test all its special detection instruments against the equipment on the ground. Since the latter will be controlled, the reconnaissance plane will have a good idea just how well its equipment is working.

The new field also contains other instruments which



**LIGHTWEIGHT**—XM656 truck is two tons lighter than present Army five-ton truck, can be transported by air.

furnish detailed ground conditions, such as haze, relative humidity and temperature. This information will be used to interpret how well it performed.

★ ★ ★

A LARGE APERTURE SEISMIC ARRAY (LASA) in Billings, Mont., has been designed to study the difference between underground nuclear explosion and earthquakes.

Through detecting, locating and identifying seismic disturbances, this facility should boost our capability in earthquake identification. Thus, the number of remaining seismic events could be nuclear detonations. This may also help reduce on-site inspection requirements in the verifying of a comprehensive test ban.

The installation itself spans a distance of 150 miles. Clusters of 25 seismometers are placed 200 feet underground and send data to a central analysis center in Billings. There are 21 such clusters, each four and one-half miles in diameter.

The data will be made available to all countries.

**TV TRAINING**—Television camera shows giant relief map to radar intelligence trainees at Nellis AFB, Nevada.



# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **NEW RATING**—A new general rating, Aviation Support Equipment Technician (AS), is being added to the enlisted rating structure. As a part of this change, three service ratings are to be established at the E-4 and E-5 level: Electrical (ASE), Mechanical (ASM) and Hydraulics and Structures (ASH).

Advancement in this rating extends to E-9. The normal advancement path to commissioned status leads to Warrant Aviation Maintenance Technician, or the LDO category of Aviation Maintenance.

For some time now, it has been felt that there was a need for specialized training in the maintenance of aviation support equipment (jet engine starters, tractors, cranes and mobile power units.) Previously, this equipment was maintained by ADs, AEs, AMs, EMs, ENs and MMs.

The details, which have yet to be fully worked out, will be promulgated by instruction as soon as possible.

• **VOLUNTARY RECALL**—Is there a doctor in the house? The Navy is calling.

It is also calling for more chaplains, civil engineers, unrestricted line officers and Supply Corps officers.

Due to increasing demands placed on the Navy in Southeast Asia, Naval Reserve officers—especially those in the above categories—are urged to volunteer for recall duty.

In critically short officer categories, regulations concerning voluntary recall have been liberalized. Eligibility requirements in three categories,

however—Restricted Line, Medical Service Corps and Nurse Corps—remain unchanged.

BuPers has sent a message to Reserve commands explaining the new policy. The revised regulations:

- Ease the eligibility requirements for Supply Corps, Chaplain Corps and Unrestricted Line officers who wish to be recalled to active duty;

- List specific specialties in the Medical Corps which are particularly needed; and

- Reduce the minimum recall period from two years to one.

In addition, the message repeats a call for more Civil Engineer Corps volunteers.

The procedure for volunteering is to apply directly to BuPers (Pers-B151), with a copy to the command holding your record. Indicate the minimum and maximum period on active duty acceptable if you should be recalled. (The minimum time cannot be less than one year.)

Applications will be considered and approved on an individual basis.

Not eligible are retired officers and officers subject to mandatory attrition in fiscal year 1966.

The following Reserve officers are eligible to apply:

- Medical Corps—Lieutenant commanders and above in the following specialties: surgery; orthopedic surgery.

Lieutenants and above in the following specialties: anesthesiology; internal medicine; ophthalmology; psychiatry; preventive medicine; neurosurgery; plastic surgery; otolaryngology; thoracic surgery, urol-

ogy; pathology; radiology; and general medicine.

- Supply Corps—Lieutenant and lieutenant commander.

- Chaplain Corps—Lieutenant commander and below.

- Civil Engineer Corps—Commander and below.

- Unrestricted Line—Lieutenant and below.

- Restricted Line—Lieutenant and below.

- Medical Service Corps—Lieutenant and below.

- Nurse Corps—Lieutenant commander and below.

Restricted Line and Medical Service Corps officers—still bound by previous regulations—must have a date of rank such that they will be able to complete at least two years of active duty before being considered for selection to lieutenant commander.

Nurse Corps officers must be of such age that they can complete 20 years total active service before reaching age 55.

When applying, use *Application for Recall to Extended Active Duty*, NavPers 2929, if forms are available. All provisions of BuPers Inst. 1141.1B (Voluntary Recall) which are in conflict with the above information are temporarily held in abeyance.

- **EXAM SCHEDULE**—Here is the schedule for the Navy-wide advancement in rating examinations to be held in February:

Pay grade E-4 (PO3), Tuesday, 1 Feb 1966.

Pay grade E-5 (PO2), Thursday, 3 Feb 1966.

Pay grade E-6 (PO1), Tuesday, 8 Feb 1966.

Pay grade E-7 (CPO), Thursday, 10 Feb 1966.

There have been some changes made to the procedure outlined in BuPers Inst. P1430.7D concerning



SNOW TIME to hold out on your shipmates. Remember there are nine others waiting for this issue, so pass it on.



advancement in rating of enlisted personnel on active duty. The changes cover the following points.

- **Performance Marks:** The average of the enlisted performance evaluation marks should be computed according to Part V, page 75 of BuPers Inst 1430.7D, but do not convert the performance mark. The result should be entered in block eight.

- **Series Number:** Write "39" in the upper left hand of the NavPers 624 card with grease pencil or a stamp—anything that makes a dark impression.

- **Errors in NavPers 624 cards:** Submit corrections to the Commanding Officer of the U. S. Naval Examining Center on a regular NavPers 624 card. All you have to do is fill in the 10-digit activity code, the man's name, service number, present rate and the corrected information. Then mark the card in big red letters **SERIES 39 CHANGE**.

Corrections, except in performance mark, may be submitted any time.

- **Service School Graduates and Enrollees:** Graduates or current enrollees who expect to graduate from a Class A, B or C School in the rating for which they are being examined should be certain their schooling is shown in block seven of NavPers 624.

- **Temporary Active Duty Personnel:** Those on duty for 150 days or less may not take the examination. They follow the same procedures as those outlined for inactive duty Navymen.

- **AC Rating:** Before taking the exam, air controlmen must have FAA Form ACA-578A or ACA 1710 and a Class II Medical Certificate. This does not necessarily apply to overseas stations or naval vessels where commanding officers may request waivers of these forms if examination facilities are not available.

- **Waves:** May not be advanced to or within the IM, OM, LI or CT ratings.

Some Navymen are entitled to additional multiple credits and the following factors may be included in multiple credit computations beginning with the February 1966 examination cycle:

- **Fleet Reservists Recalled to Active Duty:** May credit time in rate (TIR) served in their present rate before transfer to the Fleet Reserve in their TIR multiple computation.

- **Good Conduct Award Earned in Other Military Services:** Rates a

2.00 credit in the awards multiple.

- **Joint Service Commendation Medal:** Rates 3.00 points in the awards multiple.

When examinations containing classified information are requested for Navymen on leave or in transit, the request must contain a certification that those to whom the exam will be administered possess the required security clearance.

Complete information concerning advancement in rating of enlisted personnel on active duty may be found in BuPers Notice 1418 of 23 Oct 1965.

- **ILLINOIS STATE BONUS—**Serviceman and veterans with Vietnam service who are residents of Illinois are eligible for a recently-announced state bonus of \$100 if they meet three conditions.

To be eligible, first you must have been a resident of the state for one year prior to entering the military.

Next, you must have served in the Armed Forces on or after 1 Jan 1961.

Third, you must have received either the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam area).

If an eligible member is killed in action or dies as a result of Vietnam service, his next of kin will receive \$1000 from the state of Illinois instead of \$100.

Further information and application forms are available from the Illinois Veterans Commission, 221 W. Jefferson St., Springfield, Ill.

- **COMMERCIAL SOLICITATION—**There are several directives which clearly prescribe proper conduct of

Navymen and civilian employees of the Navy but apparently 10 per cent didn't get the word or, having got it, ignored it.

It has come to the attention of the Secretary of the Navy that some active duty Navymen have been using their military titles in connection with after-hours employment which involves business solicitation.

Such conduct is explicitly prohibited by Paragraph IXA of DOD Directive 5500.7 of 17 May 1963 which states in part, "All civilian personnel and military personnel on active duty are prohibited from using their civilian or military titles or positions in connection with any commercial enterprise or in endorsing any commercial product."

- **BEWARE THE BEAN—**Navymen visiting the Caribbean area and parts of Africa are cautioned against buying souvenirs made of (or ornamented with) the deadly jequirity bean.

Jequirity beans are shiny, hard-shelled and either solid black or black with red markings. They are about the size of Navy beans, but a bit plumper. When swallowed or brought into contact with an open wound—or even a scratch—they can be fatal, particularly if the seeds are broken.

Young children are exceptionally vulnerable.

The Bureau of Customs recently discovered jequirity beans were being bought by tourists to the Caribbean area. The beans had been pierced and strung as beads for necklaces and rosaries, used for eyes on dolls and toy animals and in the manufacture of purses and table doilies.

Customs officials have warned travelers returning to the United States. Many articles containing the bean were abandoned by tourists after they were advised of the hazard.

This is not the first time the bean has been in the news. In 1962 it was discovered by the Food and Drug Administration that they were being brought into the country as decoration on "voodoo swizzle sticks" from Haiti.

Many of the articles are bought by tourists visiting Jamaica, Antigua, and nearby Caribbean islands. Some necklaces imported from Northern Rhodesia and retailed through U. S. novelty stores have been identified as made of the jequirity bean.

**All-Navy Cartoon Contest**  
William R. Maul, CTC, USN



"How do you spell HELLLO with three L's or four . . . ?"

# THE BULLETIN BOARD

## Major Revision of Seavey-Shorvey System Will Interest You

**T**HE NAVY'S SEAVEY/SHORVEY rotation system is undergoing a major revision, which is aimed at improving the ratio of sea time to shore time for men in many ratings.

The changes (announced in BuPers Notice 1306, of 2 Dec 1965,) primarily serve to narrow the types of duty which qualify as sea duty for rotation purposes, while redesignating many choice assignments both in CONUS and overseas as "shore duty," though they have previously been labeled sea duty billets.

In effect, BuPers intends to call sea duty sea duty and shore duty shore duty, provided a location ashore meets certain standards to allow for accompanied tours.

Also new is the introduction of "neutral time" billets. These are billets heretofore known as "preferred sea duty," but they will no longer count toward sea time for rotation purposes.

Virtually everyone whose rotation is controlled under the Seavey/Shorvey system will eventually feel some effects from the revisions now in force. The changes were inevitable, considering the fact that sea duty billets are on the increase in an expanding Navy, while at the same time many CONUS shore billets have not correspondingly increased.

The benefits of the new system are many and varied. Family separation is an accepted fact of life in the Navy, but the Bureau is constantly concerned that separations be no longer than necessary—that every measure possible be taken to avert prolonged absences of Navymen from their normal family life. An important change along this line is the lessening of restrictions on the number of dependents a Navyman can have with him overseas.

Improvements in the rotation system over the past 10 years have been aimed at affording Navymen their fair share of what each one considers desirable duty.

While the actual bookkeeping (personnel accounting and control) has improved immensely, it has not been possible to resolve many unsatisfactory sea to shore time ratios which historically exist for personnel serving in certain ratings. Recent studies revealed that about one-half of the rates in the Navy do not afford at least a four-years-at-sea to two-years-ashore ratio.

In reviewing the situation, many factors were considered, such as:

- **Preferred Sea Duty Billets**—The Navy has some ships, squadrons and staffs homeported in the U. S. which normally remain in the assigned home port, or operate locally for only brief periods. For those activities, liberal liberty hours permit assigned personnel to enjoy a reasonable family or community life that is nearly comparable to that enjoyed on shore duty.

Because duty in these billets has counted as sea time for rotation purposes, it has been possible for many men to satisfy their required sea time in a preferred sea duty billet, then be transferred to normal shore duty.

By classifying duty in preferred sea activities as neutral time for rotation, and assigning two-year tours in these billets, the Bureau expects to achieve substantial

improvements for the sea-to-shore time ratio in many ratings—particularly those in the engineering and hull category.

- **Overseas Shore Duty**—This duty, too, has always counted as sea duty for rotation purposes. But there are several overseas areas which provide individuals with a three- or four-year accompanied tour ashore. Particularly desirable are the shore-based activities in the Hawaiian area and those in certain foreign countries where adequate family accommodations are available.

- The Bureau felt that a large volume of requests for one-year extensions from personnel serving in certain overseas locations was indicative of the desirability of this duty. Consequently, it was decided that such duty would satisfy the Seavey shore duty preferences of many individuals. This has the effect of opening more opportunities for slow-rotating ratings.

- This also precludes many individuals' chances of transferring from CONUS to overseas shore duty and back to CONUS, thus giving more people an opportunity for certain billets.

- **Increased "G" Billets**—Redesignation of certain overseas shore billets—while providing for more equitable rotation—does not create additional Navy billets. Further improvement of sea to shore rotation of enlisted men with poor shore duty opportunities will be attempted by establishing additional "G" billets ashore including the preferred overseas areas.

A "G" billet, which includes such duty as brig guard, dispatcher, driver and police petty officer, is one of a general administrative nature in a shore activity that does not require the skills of a particular rating. Commanding officers of all shore activities have been urged to review their present command structure and to recommend, where appropriate, redesignation of selected billets as "G" billets.

The revised Seavey/Shorvey program will include the following types of duty:

- **Type 1—Shore duty.** (Includes CONUS shore duty, Fleet shore duty and certain Fleet activities considered shore duty for rotation.)
- **Type 2—Arduous sea duty.**
- **Type 3—Overseas shore duty** (Less preferred overseas shore duty). (Sea duty for Seavey rotation).
- **Type 4—Toured (non-rotated) arduous sea duty.** (Sea duty for Seavey rotation).
- **Type 5—Preferred sea duty.** (Neutral time for Seavey rotation).
- **Type 6—Preferred overseas shore duty.** (Shore duty for Seavey rotation).

### **Preferred Overseas Shore Duty (Shore Duty for Rotation)**

Effective 1 Jan 1966, activities listed in Table I were changed from overseas shore duty to preferred overseas shore duty (shore duty for rotation).

Personnel reporting on or after 1 Jan 1966 will be assigned a shore tour completion date in accordance with



current Navy Manpower Information System instructions and paragraph 7.4 of the *Enlisted Transfer Manual*. Upon completion of tour, these personnel will be reassigned to activities considered sea duty for Seavey rotation in accordance with normal Shorey procedures. With this redesignation, it is recognized personnel currently assigned to overseas shore activities may have volunteered for such duty, assuming that they would earn sea duty credit toward Seavey rotation ashore in CONUS. Therefore, the following special procedures will apply:

- Personnel on duty in the redesignated preferred overseas shore activities on 31 Dec 1965 will be placed in neutral time status. Sea duty credit earned for Seavey rotation before 1 Jan 1966 is retained under prior rules. Extension requests from personnel in neutral time status normally will not be approved.

- Personnel who were assigned to the preferred overseas shore activities through Seavey procedures prior to 31 December 1965, and those who meet the sea duty cut-off dates of Seavey A-66, will be considered for Seavey assignment to shore duty upon completion of tour in accordance with paragraph 3.32 of the *Enlisted Transfer Manual*. These personnel may be identified by their sea duty commencement date in the activity Enlisted

Distribution and Verification Report (BuPers Report 1080-14). Also, a special Vey code will be developed and indicated in column "W" of the above report.

- Personnel who, prior to Jan 1966, were assigned to the preferred overseas shore activities other than through Seavey procedures and who do not meet the Seavey A-66 eligibility, will be reassigned through the overseas survey procedures, upon completion of tour. Assignments will be to activities considered sea duty for Seavey rotation and they will resume accumulating sea duty credit. The original sea duty commencement date (SDCD) will be adjusted (subtracting all neutral time) for Seavey rotation. The adjusted SDCD will be reported by journal entry to PAMI by the appropriate EPDO and will also be indicated in the transfer directive.

#### Tour Lengths (Preferred Overseas Shore Duty)

Tour lengths will be for 36 months, or 24 months from the date of arrival of dependents in the area, whichever is greater, up to 48 months.

Personnel assigned to preferred overseas activities through the Seavey program may anticipate receiving favorable consideration on requests for extension of preferred overseas tours, service requirements permitting, and provided they are recommended by their command-

**Table I**  
**Overseas Activities to Be Considered Shore Duty for Rotation of Enlisted Personnel**

|   |  |                               |
|---|--|-------------------------------|
| <b>HAWAII</b>   | United States Armed Forces Institute                                     |                               |
| Naval Station, Pearl Harbor   | District Intelligence Office, Pearl Harbor                               |                               |
| Navy Supply Center, Pearl Harbor                                      | Task Unit 8.3.9  |                               |
| Regional Finance Center, Pearl Harbor                                 | Military Sea Transportation Service Office, Honolulu                     |                               |
| Commissary Store, Pearl Harbor  | Medical Administration Unit, Tripler Army Hospital                       |                               |
| Branch Commissary Store, NAS Barbers Point                            | Commander in Chief, Pacific Airborne Command                             |                               |
| Degaussing Station, Pearl Harbor                                      | Commander in Chief, Pacific  |                               |
| Dental Clinic, Pearl Harbor   | Naval Manpower Validation Shore Survey Team, 14th Naval District         |                               |
| Reserve Training Center, 14th Naval District                          | Naval Research and Development Satellite Commission                      |                               |
| Reserve Supplement Headquarters, 14th Naval District                  | Auxiliary Repair Dock 30 (Pearl Harbor)                                  |                               |
| Training Device Center Regional Office, Pearl Harbor                  | Commander Service Force, U. S. Pacific Fleet                             |                               |
| Navy Exchange, Naval Station, Pearl Harbor                            | Commander Construction Battalions, Pacific                               |                               |
| Location Navy Exchange Naval Radio Station, Lualualei                 | Mobile Technical Unit ONE  |                               |
| Branch Navy Exchange Naval Communication Station, Wahiawa             | Security Group Detachment, Commander in Chief, U. S. Pacific Fleet       |                               |
| Special Communication Division, Naval Communication Station, Honolulu | U. S. Intelligence Support Group, Pacific                                |                               |
| Naval Astronautics Group Detachment Charlie                           | Fleet Aviation Electronics Training Unit, Barbers Point                  |                               |
| Flag Administrative Unit, Commander Fleet Air, Hawaii                 | Navy Exchange, Naval Air Station, Barbers Point                          |                               |
| Fleet Composite Squadron ONE  | Marine Corps Air Station, Kaneohe  |                               |
| Fleet Weather Center, Pearl Harbor                                    | Defense Communication Agency, Pacific Area                               |                               |
| Submarine Base, Pearl Harbor  | Commander Service Squadron FIVE  |                               |
| Fleet Submarine Training Facility, Pearl Harbor                       | Commander Destroyer Flotilla FIVE  |                               |
| Commander Anti-Submarine Warfare Force, U. S. Pacific Fleet           | Naval Air Station, Barbers Point   |                               |
| Fleet Intelligence Center, U. S. Pacific Fleet                        | All naval shore-based activities in the following overseas areas:        |                               |
| Pacific Command Administrative Detachment                             | Argentina  | *Japan                        |
| Commander in Chief, U. S. Pacific Fleet                               | *Australia   | Mexico                        |
| Pacific Command Military Assistance Program Data Center               | Austria  | Netherlands                   |
| Headquarters, 14th Naval District, Pearl Harbor                       | Belgium  | New Zealand                   |
| Preventive Medicine Unit SIX, Pearl Harbor                            | Bermuda  | Norway                        |
| Inactive Service Craft Facility, Pearl Harbor                         | *Brazil  | Panama (including Canal Zone) |
| Commander Hawaiian Sea Frontier                                       | *Canada  | Peru                          |
| Pacific Liaison Office, Hawaiian Sea Frontier                         | Chile  | Portugal                      |
| Pearl Harbor Naval Shipyard   | Denmark  | Puerto Rico                   |
| Fleet Operations Control Center, Pacific                              | France   | *Spain                        |
| Naval Ammunition Depot, Oahu, Hawaii                                  | Germany  | *United Kingdom               |
| Branch Navy Exchange, Naval Ammunition Depot, Oahu, Hawaii            | #Hawaii  | Uruguay                       |
| Security Group Department, Communication Station, Honolulu            | Hang Kong  | Virgin Islands                |
| Headquarters, Fleet Marine Force, Pacific                             | *Italy   |                               |
| Navy Branch Oceanographic Office, Honolulu                            | *Except for specific areas excluded by BuPers Instruction 1300.26 series |                               |
| Communication Station, Honolulu                                       | #Hawaiian activities considered shore duty or neutral time duty          |                               |
|   | are listed separately.   |                               |

\*Except for specific areas excluded by BuPers Instruction 1300.26 series.

#Hawaiian activities considered shore duty or neutral time duty are listed separately.

ing officers. Tour lengths, as extended, may not exceed the Department of Defense 48-months limitation except on rare occasions.

When considering duty preferences under Seavey, you might bear in mind the tour length advantages that are available if you volunteer for preferred overseas shore duty; that is, a 36- to 48-month tour as compared to the 24-month tour for most personnel assigned shore duty in the continental United States.

You will be given the opportunity to indicate whether you wish to serve the "accompanied by dependents" or the "all others" tour. This decision must be made no later than 30 days after date of reporting.

If, after choosing an "all others" tour, you change your mind and desire the "accompanied by dependents" tour, you may submit a request to the Chief of Naval Personnel via your commanding officer and appropriate EPDO.

This request must be submitted in time to reach BuPers at least six months before the month in which tour expires. The request will be approved only if it is in the

best interest of the Navy to do so.

Normally, a request will not be approved where you have already been furnished transportation for the relocation of your dependents and household effects as a charge against the permanent change of station orders under which you are currently serving. The forwarding endorsement by your commanding officer will state whether or not you have already been furnished, against last PCS orders, transportation of dependents and shipment of household effects.

## Eligibility Requirements (Preferred Overseas Shore Duty)

The eligibility requirements stated in paragraphs 3.22 and 6.21 of the *Enlisted Transfer Manual* and paragraph 7.c of BuPers Inst. 1300.26D will be strictly adhered to in selecting personnel for preferred overseas shore duty.

Personnel assigned to preferred overseas shore duty shall not be assigned a second tour of preferred overseas shore duty when again Seavey eligible without an intervening tour of continental United States shore duty, unless at his own request and if such assignment

**Table II**  
**Preferred Sea Activities to Be Considered Neutral Time for Rotation of Enlisted Personnel**

### SUBPAC

Commodore, Submarine Force, U. S. Pacific Fleet  
Commodore, Submarine Flotilla 1  
Commander, Submarine Flotilla 1  
Commander, Submarine Division 11  
Commodore, Submarine Division 12  
Commodore, Submarine Division 13  
Commodore, Submarine Squadron 3  
Commander, Submarine Division 31  
Commander, Submarine Division 32  
Commander, Submarine Division 33  
Commodore, Submarine Squadron 5  
Commander, Submarine Division 51  
Commander, Submarine Division 52  
Commodore, Submarine Division 53  
Commander, Submarine Squadron 7  
Commodore, Submarine Division 71  
Commodore, Submarine Division 72  
Commodore, Submarine Division 73  
Commodore, Submarine Squadron 15 Representative

USS Sperry (AS 12)

USS Nereus (AS 17)

### CRUESPAC

USS Norton Sound (AVM 1)

### PHIBPAC

Naval Beach Group ONE

Commodore, Tactical Air Control Group ONE

### MINPAC

Commodore, Mine Squadron 7

Commander, Mine Squadron 9

USS Cope (MSI 2)

USS Cove (MSI 1)

### MISCELLANEOUS—PACIFIC

Commodore FIRST FLEET

Fleet Training Group, San Diego

Fleet Training Group, Pearl Harbor

Missile Training Unit, Pacific

U. S. Naval Airborne Project PRESS Operation Group, Pearl Harbor

Pacific Missile Range Facility, Howaioion Area

USS George Eastman (YAG 39)

USS Granville S. Holl (YAG 40)

USS Stork County (LST 1134)

USS Targeteer (YV 3)

USS Sunnodin (ATA 197)

USS McGinty (DE 365)

USS Wolton (DE 361)

USS Cockrell (DE 366)

USS Morsch (DE 699)

USS Vammen (DE 644)

USS Whitehurst (DE 634)

USS Charles Bronnon (DE 446)

USS Cormorant (MSC 122)

USS Thresher (MSC 203)

USS Ruff (MSC 54)

### SUBLANT

Commodore, Submarine Force, U. S. Atlantic Fleet Deputy Commander,  
Submarine Force, U. S. Atlantic Fleet/Commander, Submarine Flotilla TWO

Commodore, Submarine Flotilla SIX

Commodore, Submarine Development Group TWO

Commodore, Submarine Squadron 2

Commodore, Submarine Squadron 8

Commodore, Submarine Squadron 10

Commodore, Submarine Division 21

Commodore, Submarine Division 22

Commodore, Submarine Division 81

Commodore, Submarine Division 82

Commodore, Submarine Division 101

Commodore, Submarine Division 102

Commodore, Submarine Squadron 6

Commodore, Submarine Division 61

Commodore, Submarine Division 62

Commodore, Submarine Division 63

Commodore, Submarine Squadron 4

Commodore, Submarine Division 41

Commodore, Submarine Division 42

Commodore, Submarine Squadron 12

Commodore, Submarine Division 121

Commodore, Submarine Division 122

USS Fulton (AS 11)

USS Orion (AS 18)

USS Gilmore (AS 16)

USS Simon Loke (AS 33)

USS Conopus (AS 34)

USS Bushnell (AS 15)

ARD 5

ARD 7

### CRUESLANT

Commodore, Destroyer Division 601

Commodore, Reserve Destroyer Squadron 30



is consistent with the needs of the service.

In the absence of sufficient Seavey personnel for assignment to preferred overseas shore duty, vacant billets may be filled from general detail sources, and Shore duty availabilities, excluding those personnel on Shore duty completing a normal tour of preferred overseas shore duty.

Personnel serving on arduous sea duty who are Seavey eligible and who would rather remain on arduous sea duty when CONUS shore duty is unavailable may request a sea extension in lieu of assignment to preferred overseas shore duty. They may indicate the following on their Seavey rotation data card (block 11): "Do not desire overseas assignment."

Those indicating that they do not desire assignment to preferred overseas shore duty will not be extended off Seavey until every effort has been made to assign them to one of their CONUS duty preferences.

The dependency limitation in paragraph 6.22 of the *Enlisted Transfer Manual* is cancelled. A forthcoming change will delete paragraph 6.22.

#### Preferred Sea Duty (Neutral Time for Rotation)

The following procedural changes to the Career Enlisted Rotation Program to include preferred sea duty are effective 1 Jan 1966. Sea duty credit earned for Seavey rotation before 1 Jan 1966 is retained.

"For duty" assignments in preferred sea activities listed in Table II are to be considered as "neutral time" and, beginning 1 Jan 1966, will not be credited for eligibility for rotation to shore duty. Personnel rotating from preferred sea duty will be transferred in accordance with procedures similar to the current overseas survey established by the Fleet Commanders.

Except where otherwise specified below, a 24-month tour is established for personnel permanently assigned to any preferred sea activity listed in Table II. A tour completion date (TCD) will be established on an individual basis for personnel who will be on board in excess of 20 months as of 1 Jan 1966 to provide for an orderly rotation. This TCD will not be later than July 1966. All other personnel will have a 24-month TCD established, based on date received for duty, or EAOS

**Table II**  
**Preferred Sea Activities to Be Considered Neutral Time for Rotation of Enlisted Personnel**

Commander, Reserve Destroyer Squadron 34  
Commander, Cruiser-Destroyer Flotilla 4  
USS Arcadio (AD 23)  
USS Everglades (AD 24)  
USS Yellowstone (AD 27)  
USS Yosemite (AD 19)  
USS Sierra (AD 1B)  
USS Tweedy (DE 532)  
USS H. D. Crow (DE 252)  
USS Parle (DE 708)  
USS Greenwood (DE 679)  
USS Coates (DE 685)  
USS Tills (DE 748)  
USS DeLong (DE 6B4)  
USS Albert T. Harris (DE 447)  
USS Thoddeus Parker (DE 369)  
USS Snowden (DE 246)  
USS J. Douglas Blackwood (DE 219)  
USS Darby (DE 21B)  
USS Roberts (DE 749)  
USS Loeser (DE 6B0)  
PHIBLANT  
Commander, Amphibious Force, U. S. Atlantic Fleet  
MINLANT  
USS Reedbird (MSCO 51)  
USS Suskin (MSCO 5B)  
USS Turkey (MSCO 56)  
USS Falcon (MSC 190)  
USS Fulmor (MSCO 47)  
USS Lorikeet (MSCO 49)  
USS Plover (MSCO 33)  
USS Linnet (MSCO 24)  
Inshore Underseas Warfare Group TWO  
Commander Mine Squadron FOUR  
Commander Mine Squadron EIGHT  
Commander Mine Squadron TEN (less detachment)  
Explosive Ordnance Disposal Unit TWO  
SERVLANT  
Commander Service Squadron TWO  
Commander Service Squadron FOUR  
USS Cadmus (AR 14)  
USS Amphion (AR 13)  
USS Tuttillo (ARG 4)  
USS Vulcan (AR 5)

NAVAIRLANT  
Aircraft Ferry Squadron THIRTY-ONE Ferry Support  
Utility Squadron SIX (Detachment TWO)  
Utility Squadron FOUR (Detachment ALPHA)  
Flag Administrative Unit, Naval Air Force, U. S. Atlantic Fleet (TEAM ONE)  
Flag Administrative Unit, Naval Air Force, U. S. Atlantic Fleet (TEAM TWO)  
MISCELLANEOUS-ATLANTIC FLEET  
Mobile Photographic Group, Newport  
Underway Training Unit, Norfolk  
MRC 40, Newport  
Test and Evaluation Detachment, Norfolk  
Inspection Division, Nuclear Weapons Training Center, Norfolk  
Navy Oceanographic Office, Suitland, Maryland  
Fleet Training Group, Charleston  
Missile Training Unit, Atlantic

#### Preferred Sea Activities To Be Considered Neutral Time For Rotation Of Enlisted Personnel (EPDOLANT Distribution Control)

MSG 2B0 Prowess (Buffalo, N. Y.)—Com 3  
PCER B56 Whitehall (Cleveland, Ohio)—Com 4  
PCER B53 Amherst (Detroit, Mich.)—Com 9  
PCE B77 Havre (Michigan City, Ind.)—Com 9  
PCE B80 Ely (Sheboygan, Wis.)—Com 9  
PCE 902 Portage (Milwaukee, Wis.)—Com 9

#### Preferred Sea Activities To Be Considered Neutral Time For Rotation of Enlisted Personnel (BuPers Distribution Control)

Fleet Work Study Group, Atlantic  
Fleet Work Study Group, Atlantic, Newport Detachment  
Fleet Work Study Group, Pacific  
Manpower Validation Office, Atlantic  
Manpower Validation Office, Pacific  
Field Food Service Team, Newport  
Field Food Service Team, Norfolk  
Field Food Service Team, Charleston  
Field Food Service Team, San Diego  
David Taylor Model Basin Project  
Meat Produce Field Team, Brooklyn  
Ship's Store Office, West Coast Branch  
Fleet Assistance Group, Atlantic  
Antarctic Support Activities, Detachment BRAVO

whichever is earlier.

It is recognized that some activities will require that tours be extended beyond 24 months to ensure accomplishment of missions, specific functions and stability. Accordingly, for those specific billets for which Type Commanders consider the 24-month tour to be too short, requests with brief justification for a longer tour may be made to the Chief of Naval Personnel (Pers-B2) via the cognizant Fleet Commander.

Personnel currently on board who are in active Seavey as of 31 Dec 1965 will remain in Seavey and be considered for assignment to shore duty.

Upon completion of prescribed tour in preferred sea activities (neutral time for rotation), personnel will be reassigned by the cognizant EPDO to one of the activities considered sea duty for Seavey rotation. Upon reporting to the new activity, personnel will resume accumulating sea duty credit for shore rotation under Seavey

**Table III**

## Sea Activities Redesignated Fleet Shore Duty for Rotation of Enlisted Personnel (Pacific Fleet)

Commander Cruiser-Destroyer Force, U.S. Pacific Fleet  
 Commander Service Group/Squadron ONE  
 Commander Service Squadron SEVEN  
 Commander Reserve Destroyer Squadron TWENTY-SEVEN  
 Pacific Fleet SOAP Team, San Francisco  
 Pacific Fleet SOAP Team, Long Beach  
 \*Air Transport Squadron SEVEN  
 \*Air Transport Squadron TWENTY-TWO  
 \*Fleet Tactical Support Squadron TWENTY-ONE  
 \*Fleet Tactical Support Squadron TWENTY-ONE TACAMO Component  
 \*Less Flight Crews which remain arduous sea duty

## Sea Activities Redesignated Shore Duty for Rotation of Enlisted Personnel (Atlantic Fleet)

Commander Cruiser-Destroyer Force, U. S. Atlantic Fleet  
 Commander Service Squadron EIGHT  
 Commander Naval Beach Group TWO  
 Commander Naval Operational Support Group, Atlantic, Staff AFDL 6,  
 Little Creek, Virginia  
 Laundry Team, Newport  
 Laundry Team, Norfolk

## Sea Activities Redesignated Fleet Shore Duty for Rotation of Enlisted Personnel (EPDOCONUS Distribution Control)

Service Craft, Underwater Ordnance Station, Newport—COM 1  
 Service Craft, Naval Shipyard, Boston—COM 1  
 Service Craft, Naval Shipyard, Portsmouth, N. H.—COM 1  
 Service Craft, Naval Station, Newport—COM 1  
 Service Craft, Naval Shipyard, New York—COM 3  
 Service Craft, Naval Shipyard, Philadelphia—COM 4  
 Service Craft, YTM 380 (Little Creek)—COM 5  
 Service Craft, Naval Weapons Station, Yorktown, Virginia—COM 5  
 Service Craft, Naval Station, Norfolk—COM 5  
 Service Craft, Norfolk Naval Shipyard—COM 5  
 Service Craft, TYL 439 (Little Creek)—COM 5  
 Service Craft, Naval Station, Charleston—COM 6  
 Service Craft, Naval Station, Key West—COM 6  
 Service Craft, Naval Station, Mayport—COM 6  
 Service Craft, Naval Ordnance Unit, Key West—COM 6  
 Service Craft, Naval Station, Long Beach, Calif.—COM 11  
 Service Craft, Naval Ordnance Test Station, Pasadena Annex, Calif.—COM 11  
 Service Craft, Naval Air Station, Point Mugu, Calif.—COM 11  
 Service Craft, Mare Island Shipyard—COM 12  
 Service Craft, San Francisco Naval Shipyard—COM 12  
 Service Craft, Treasure Island, San Francisco, Calif.—COM 12  
 Service Craft, Naval Ammunition Depot, Bangor, Washington—COM 13  
 Service Craft, Puget Sound, Bremerton, Washington—COM 13  
 Service Craft, Torpedo Station, Keyport, Washington—COM 13

procedures. Sea duty time earned prior to assignment to a neutral time activity shall be credited.

The following rates/ratings and NEC's are excepted from the "neutral time" concept inasmuch as there are insufficient billets to provide adequate rotation: Opticalman, Instrumentman, Molder, Patternmaker, ET 1591, SF-4915, SF-4916, SF-4917 and certain other ratings/NEC's which may be recommended by the Fleet Commanders to the Chief of Naval Personnel. For control purposes only, a tour completion date of 4 years or EAOS, whichever occurs first, will be established.

Fleet Commanders will establish, maintain and administer, through the Fleet EPDOs, a waiting list of men desiring transfer to preferred sea duty (neutral time for rotation). It is desired that all men in each Fleet, regardless of type command in which serving, be eligible on an equitable basis for assignment to preferred sea duty.

In general, priority of assignment to preferred sea duty will be as follows, bona fide humanitarian cases excepted:

- Personnel on arduous sea duty and those men completing tours in Vietnam and on 12-months unaccompanied tour ships and staffs.
- Personnel completing tours in overseas areas (not designated preferred overseas shore duty) requesting preferred sea duty.

Precedence on the waiting list will be determined by date of receipt of your request in the appropriate EPDO and the above assignment priority category.

Sea duty commencement dates will be determined by the appropriate EPDO and reported to the cognizant PAMI as follows:

- Personnel ordered to preferred sea activities from shore duty will be given a normal SDCD. For these individuals, this SDCD is established for control only. Upon transfer to an activity considered sea duty for Seavey rotation, SDCD will be adjusted by journal entry to PAMI by the appropriate EPDO and will also be indicated in the transfer directive.

Personnel transferred from preferred sea activities who previously served in arduous sea duty will have their SDCD advanced by the number of months served in preferred sea duty.

## Sea Activities Redesignated Shore Duty (Shore Duty for Seavey Rotation)

Effective 1 Jan 1966, the preferred sea activities listed in Table III will be redesignated shore duty (Category 1) for Seavey rotation. Personnel on board for duty as of 1 Jan 1966 will be assigned a tour completion date. Personnel eligible for Seavey as of 31 Dec 1965 have the option of accepting the redesignated activity as their Seavey assignment, or requesting another shore duty assignment under Seavey procedures. Requests for another Seavey assignment are to be submitted to the Chief of Naval Personnel (Pers-B2141), via commanding officer, by 31 Jan 1966.

Tour lengths will be as prescribed for the various rates/ratings in Chapter 7 of the *Enlisted Transfer Manual*. Commencement of tours will be 1 Jan 1966. For personnel assigned to the Flag Allowance of the Fleet or Type Commander the tour lengths will be as indicated



above or 36 months, whichever is greater. Fleet and Type Commanders previously designated shore duty are authorized to adjust tour lengths from 24 months to 36 months for those Flag Allowance personnel for whom a longer tour is desired.

To provide for an orderly rotation of key personnel

serving in the activities redesignated as shore duty, requests for extension of tour from one to 12 months will normally be approved by the Chief of Naval Personnel. Extension requests must be submitted to the Chief of Naval Personnel, via commanding officer at least six months before the normal tour completion date.

## Educational Funds Available From Navy Relief Society

Interest-free loans to students who hope to attend college or other institutions of learning during the 1966-67 school year are available from the Navy Relief Society. The size of the loan will depend upon need, and will vary with family circumstances, its size, assets and income.

Deadline for application is 15 March. Types of schools to be attended may include accredited colleges, vocational schools or prep schools for service academies.

Those eligible are dependents, under 23 years of age, of Regular Navy and Marine Corps personnel, active duty or retired. Also eligible are dependents of Reserve personnel on continuous active duty, retired for physical disability, or retired with 20 years of active duty.

Loans are made directly to the dependents with the stipulation that repayment begin six months after graduation.

During 1965, more than 140 students received assistance from the Society. Ten of these attended vocational schools, 60 went to state universities, and the remainder to private universities. Ninety-three were freshmen.

For complete information, write to the Navy Relief Society, 1030 Munitions Building, Washington, D. C. 20360. However, note that the deadline is 15 March.

## What a Way to Go!

There are many ways to go, but you haven't really traveled until you've gone by skyhook. Though not exactly adapted to the champagne flight, it's the greatest if you like fresh air.

Skyhook is the Navy's new fixed-wing rescue system, designed to pick up men who are stranded in situations which do not lend themselves to helicopter rescue. The procedure was recently demonstrated by two Navy frogmen at the Amphibious Base in Coronado, Calif.

The rescue plane was a Navy S2F, specially rigged with a "Y" shaped steel skyhook. The aircraft made a preliminary pass over the baseball field (where the frogmen waited) and dropped the necessary equipment. This consisted, among other things, of a long length of nylon line, a balloon, and bottled helium.

The men inflated the balloon, attached it to the line, attached the line to themselves and sat down to wait. Presently the S2F approached on its second pass. The line, just beneath the balloon, caught in the fork of the S2F's skyhook. Exit frogmen.

The line, caught in the skyhook, was fed into a winch in the aircraft. At this point the two men were trailing the plane, one a few feet behind the other. It took about 25 minutes to pull them inside.

It was an interesting 25 minutes.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnovs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnovs, Instructions and Notices for complete details before taking action.

### Alnovs

No. 77—Required the suspension from issue and use of certain defective medical supplies.

No. 78—Discusses revision of zone rates for air parcel post addresses to and from Army, Air Force and Navy post offices.

No. 79—Discussed procedures concerning payments to Marine Corps members without pay records.

No. 80—Announced approval by the Secretary of the Navy, for the President, of the report of a selection board which recommended women line officers for permanent promotion to the grade of lieutenant.

No. 81—Announced approval by the Secretary of the Navy of a selec-

tion board that recommended warrant officers for promotion to the grades of CWO-4, CWO-3 and CWO-2.

No. 82—Announced approval by the Secretary of the Navy, for the President, of the report of a selection board which recommended active duty officers for promotion to the grade of lieutenant.

No. 83—Announced a Thanksgiving proclamation by the President.

No. 84—Announced a Thanksgiving message by the Secretary of the Navy.

### Instructions

No. 1520.98—Provides an opportunity for naval officers (except Medical Service Corps and Nurse Corps) to earn a baccalaureate through full-time study at a civilian educational institution.

No. 4650.14A—Establishes procedures for obtaining reservations for Navy-sponsored military personnel, civilian personnel, and their dependents, traveling overseas under Navy authorization from the continental United States to an overseas destination.

### Notices

No. 1070 (20 October)—Announced the change in service numbers to be assigned to individuals first enlisted or inducted in the U.S. Navy or Naval Reserve on and after 1 December.

No. 1306 (16 November)—Announced the sea duty commencement cutoff dates which established the eligibility of enlisted personnel for Seavey A-66.

No. 1531 (16 November)—Discussed the opportunities available to sons of regular members of the Navy and Marine Corps for nomination to the Naval Academy.

No. 1560 (16 November)—Invited attention of all officers to the active duty obligation incurred by participation in the Navy's tuition aid program.

No. 1611 (23 November)—Provided further clarification of the provisions of BuPers Inst. 1611.12 as it pertains to the reports submitted on officer students.

## If You're Taking the Exam For Advancement, This Listing May Give You the Odds

Should you be taking the advancement exam next month, you undoubtedly would like to know what your chances are of making it. Therefore, here are the latest estimates of advancement opportunities for pay grades E-4 through E-7.

The following table is based on available statistics, a study of past performances and consideration of the variables which might have an effect on the number of Navymen who may be included in the advancement quotas.

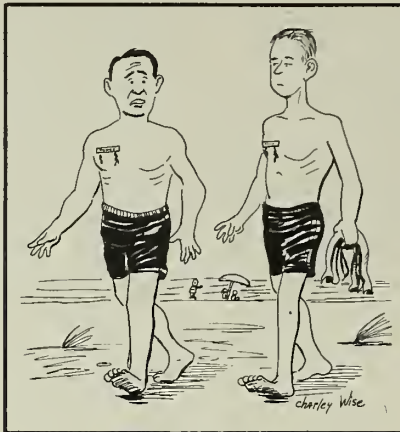
The code numbers in the table are, of course, clues to your chances. Here is what they mean:

**Code 1: Excellent** Between 70 and 100 per cent of those passing the examination will be advanced because the greatest shortages exist in these rates.

**Code 2: Good** From 40 to 70 per cent of those passing will be advanced.

**Code 3: Fair** Between 15 and 40 per cent of those passing will be ad-

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"They really emphasize name tags on this base, don't they?"

vanced.

**Code 4: Poor** Less than 15 per cent of those passing will be advanced. The number of rates in this category is small, amounting to about five per cent of the total group.

For other information, see ALL HANDS, July 1965, page 28.

## College Degree Program Gives Officers Chance For Four-Year Study

Many an officer who does not possess a bachelor's degree has continued his education during his off-duty time. This is a rewarding, interesting and sometimes arduous effort, not without problems. For example, a student approaching his fourth year of study must hurdle the obstacle labeled "residency requirement."

Most colleges and universities require that the last 30 semester hours (about one academic year) be completed in residence, either by full-time or part-time study. Because of this, many officers in the past have found that they could not complete the requirements for a degree, since they were not in one place long enough.

Therefore, the College Degree Program was recently established. Through this program, an officer with three or more years of undergraduate education may attend school full-time to complete requirements, for

| Advancement To Pay Grade |     |     |     |     | Advancement To Pay Grade |     |     |     |     | Advancement To Pay Grade |     |     |     |     |
|--------------------------|-----|-----|-----|-----|--------------------------|-----|-----|-----|-----|--------------------------|-----|-----|-----|-----|
| Rating                   | E-4 | E-5 | E-6 | E-7 | Rating                   | E-4 | E-5 | E-6 | E-7 | Rating                   | E-4 | E-5 | E-6 | E-7 |
| ABE                      | 1   | 2   | 4   | 4   | CT                       | 1   | 1   | 1   | 1   | OM                       | 1   | 2   | 3   | 2   |
| ABF                      | 2   | 3   | 4   | 3   | CYN                      | 1   |     |     |     | PC                       | 1   | 4   | 4   | 4   |
| ABH                      | 3   | 2   | 1   | 3   | DC                       | 1   | 1   | 2   | 4   | PH                       | 1   | 1   | 3   | 4   |
| AC                       | 1   | 4   | 4   | 4   | DK                       | 2   | 3   | 3   | 4   | PM                       | 1   | 1   | 1   | 2   |
| ADJ                      | 1   | 2   | 2   | 2   | DM                       | 2   | 1   | 3   | 4   | PN                       | 2   | 3   | 3   | 3   |
| ADR                      | 4   | 4   | 4   | 4   | DS                       | 1   | 1   | 1   | 1   | PR                       | 1   | 4   | 4   | 4   |
| AE                       | 1   | 4   | 4   | 4   | DT                       | 3   | 3   | 4   | 4   | PT                       | 1   | 1   | 1   | 2   |
| AG                       | 1   | 4   | 4   | 4   | EA                       |     |     | 1   | 1   | QM                       | 1   | 1   | 2   | 2   |
| AK                       | 2   | 4   | 4   | 4   | EAD                      | 1   | 1   |     |     | RD                       | 1   | 1   | 4   | 4   |
| AME                      | 1   | 2   | 4   | 4   | EAS                      | 1   | 1   |     |     | RM                       | 1   | 1   | 2   | 2   |
| AMH                      | 1   | 4   | 4   | 4   | EM                       | 1   | 2   | 2   | 2   | SD                       | 3   | 2   | 2   | 3   |
| AMS                      | 1   | 3   | 4   | 4   | EN                       | 1   | 1   | 2   | 3   | SF                       |     |     | 2   | 2   |
| AO                       | 1   | 3   | 4   | 4   | EO                       |     |     | 2   | 3   | SFM                      | 1   | 2   |     |     |
| AQ                       |     |     | 1   | 3   | EOH                      | 1   | 1   |     |     | SFP                      | 1   | 1   |     |     |
| AQB                      | 1   | 1   |     |     | EON                      | 1   | 1   |     |     | SH                       |     |     | 3   | 4   |
| AQF                      | 1   | 1   |     |     | ET                       |     |     | 1   | 1   | SHB                      | 1   | 3   |     |     |
| AT                       |     |     | 4   | 4   | ETN                      | 1   | 1   |     |     | SHC                      | 3   | 3   |     |     |
| ATN                      | 1   | 3   |     |     | ETR                      | 1   | 1   |     |     | SHL                      | 3   | 3   |     |     |
| ATR                      | 1   | 1   |     |     | FT                       |     |     |     | 1   | SHS                      | 1   | 1   |     |     |
| AX                       | 1   | 1   | 1   | 1   | FTG                      | 1   | 1   | 1   |     | SHT                      | 1   | 1   |     |     |
| AZ                       | 3   | 1   | 1   | 2   | FTM                      | 2   | 2   | 1   |     | SK                       | 1   | 2   | 2   | 3   |
| BM                       | 3   | 2   | 1   | 1   | GMG                      | 1   | 2   | 3   | 3   | SM                       | 1   | 1   | 3   | 4   |
| BR                       |     |     | 1   | 4   | GMM                      | 2   | 4   | 4   | 3   | ST                       |     |     | 1   | 2   |
| BT                       | 1   | 1   | 4   | 3   | GMT                      | 1   | 3   | 4   | 3   | STG                      | 1   | 1   |     |     |
| BU                       |     |     | 1   | 3   | HM                       | 2   | 3   | 4   | 3   | STS                      | 1   | 1   |     |     |
| BUH                      | 1   | 1   |     |     | IC                       | 2   | 2   | 2   | 4   | SW                       |     |     | 3   | 3   |
| BUL                      | 1   | 1   |     |     | IM                       | 2   | 2   | 2   | 3   | SWE                      | 1   | 1   |     |     |
| BUR                      | 1   | 1   |     |     | JO                       | 2   | 1   | 2   | 1   | SWF                      | 1   | 1   |     |     |
| CE                       |     |     | 4   | 4   | LI                       | 3   | 2   | 3   | 3   | TD                       | 1   | 4   | 4   | 4   |
| CEP                      | 1   | 1   |     |     | MA                       | 1   | 1   | 1   | 1   | TM                       | 1   | 3   | 4   | 4   |
| CES                      | 2   | 1   |     |     | ML                       | 4   | 4   | 4   | 4   | UT                       |     |     | 3   | 3   |
| CET                      | 1   | 1   |     |     | MM                       | 1   | 2   | 3   | 2   | UTA                      | 1   | 1   |     |     |
| CEW                      | 1   | 1   |     |     | MN                       | 1   | 4   | 4   | 4   | UTB                      | 1   | 2   |     |     |
| CM                       |     |     | 2   | 4   | MR                       | 2   | 2   | 1   | 4   | UTP                      | 1   | 1   |     |     |
| CMA and CMH              | 1   | 1   |     |     | MT                       | 4   | 4   | 4   | 1   | UTW                      | 1   | 1   |     |     |
| CS                       | 1   | 3   | 2   | 2   | MU                       | 1   | 2   | 3   | 1   | YN                       | 1   | 2   | 3   | 3   |



his baccalaureate.

If you have been looking for a way to finish your education, this may be just what you want. There are only two requirements which you must meet to be eligible:

- You must be a warrant or commissioned officer, either temporary or permanent appointment. (Medical Service Corps and Nurse Corps officers, however, are not eligible.)

- And you must have enough undergraduate education to meet the requirements of a baccalaureate within 12 months or less.

Before you submit your application for this program, you will need a certification from the college or university which you choose to attend. This certification should say, in effect, that you are able to meet the requirements of a baccalaureate within a 12-month period.

The certification from the college should accompany your application, which you submit to the Bureau of Naval Personnel( Pers C-312). Your application should include your date of birth, date of rank, the date when you wish to begin your studies, your field of study, and a statement which says that all transcripts of college work which you have completed are filed in your service record at BuPers.

(When deciding what date you want to start your schooling, you would do well to keep in mind that your tour of shore duty may not be interrupted to allow you to attend school under this program. This means that normally you will be ordered to the school of your choice during the first or last year of your regular tour of shore duty.)

A selection panel will be convened at BuPers to consider all those officers who have applied for the program. The panel will consider your availability, your career potential, your past performance of duty, your academic record and, of course, the recommendation of your endorsing command.

Should you be selected for this program, you will then be required to make the final arrangements for gaining admission to the college or university. Once you have done this, you should notify the Chief of Naval Personnel, and you will receive orders to report to the naval activity nearest your school for a period of not more than 12 months.

Sometime while you are involved with these preparations, you will be

required to incur additional obligated service. Under this program, you must serve one year of active duty for each six months (or fraction thereof) of schooling which you will receive.

You will continue to receive your regular pay and allowances while you are attending school. However, you will be required to pay your own tuition and other school expenses.

At the end of the 12 months (or less), you should have your baccalaureate degree. Your college or university must submit a transcript of your work to the Chief of Naval Personnel (Attention Pers C-312) so that it can be entered into your record.

BuPers Inst. 1520.98 has the details concerning the program.

## More New Navy Enlisted Classifications Will Help To Shape Future Careers

A number of new Navy Enlisted Classifications (NECs) have recently been established. They became effective as of 1 November and, like all NECs, they will be a factor in the future assignments of the Navymen who hold them.

The following table shows the new NECs, along with the ratings eligible. Those without rating prefixes are special series NECs which may be held by Navymen in any rating.

In addition to the above categories, five Data System Technician NECs have been disestablished, and the codes converted.

DS-1632, 1633, 1634 and 1635

### Check These New NECs

| NEC                            | Function   | Source Ratings |
|--------------------------------|--|----------------|
| <b>BOATSWAIN'S MATE</b>        |  |                |
| BM-0166                        | Boat Captain, High Speed Small Craft                                 | BM, QM, SM     |
| <b>RADARMAN</b>                |  |                |
| RD-0312                        | Radar Technician   | RD             |
| RD-0333                        | IDS Operator/Electronics Evaluator                                   | RD, AT         |
| <b>SONAR TECHNICIAN</b>        |  |                |
| ST-0427                        | General Submarine Sonar Maintenance Technician                       | STS            |
| ST-0496                        | UWFCS Mk 105 Mod 11-27 (AN/SQS-23)                                   | STG            |
| ST-0497                        | UWFSC Mk 105 Mod 11-27 (AN/SQS 29-32)                                | STG            |
| <b>DATA SYSTEMS TECHNICIAN</b> |  |                |
| DS-1621                        | NTDS Computer Technician (with WDS Mk 11)                            | DS             |
| DS-1622                        | NTDS Computer Technician (with VIDEO/IDAC)                           | DS             |
| DS-1636                        | SOCCS/FFDS/NECPA Systems Technician                                  | DS             |
| DS-1651                        | IOIC EDP Systems Technician  | DS             |
| DS-1652                        | IOIC Intelligence Data and Storage Retrieval Systems Technician      | DS             |
| DS-1666                        | 3M System Technician   | DS             |
| <b>RADIOMAN</b>                |  |                |
| RM-2312                        | Radio Technician   | RM             |
| <b>MACHINE ACCOUNTANT</b>      |  |                |
| MA-2733                        | IOIC Storage and Retrieval/EDP Operator                              | MA             |
| MA-2734                        | IOIC Storage and Retrieval Operator                                  | MA, PT         |
| MA-2766                        | 3M System Operator   | MA             |
| <b>BOILERMAN</b>               |  |                |
| BT-4521                        | BAILEY Automatic-Combustion Control Operator                         | BT, BR         |
| BT-4522                        | HAGEN Automatic-Combustion Control Operator                          | BT, BR         |
| BT-4523                        | GENERAL REGULATOR Automatic-Combustion Control Operator              | BT, BR         |
| <b>SHIPFITTER</b>              |  |                |
| SF-4919                        | Nondestructive Testing Operator                                      | SF, ML, MR, BR |
| <b>PHOTO INTELLIGENCEMAN</b>   |  |                |
| PT-6733                        | IOIC IDS Operator/Photo Interpreter                                  | PT             |
| <b>PHOTOGRAPHER'S MATE</b>     |  |                |
| PH-8133                        | IOIC Photo Processing Maintencenceman                                | PH             |
| <b>SPECIAL SERIES</b>          |  |                |
| 9571                           | Rodia/TV Announcer   |                |
| 9572                           | Radio/TV Program Director  |                |
| 9574                           | Monochrome TV Technician   |                |
| 9575                           | Educational TV Production Director                                   |                |
| 9903                           | Nuclear Power Plant Operator Trainee (Special Pilot Surface Program) |                |

have been converted to DS-1631.

DS-1635 has been disestablished and converted to (according to rating), DS-1651 and DS-1652 (source rating DS), RD-0333 (source ratings RD and AT), MA-2733 (source rating MA), MA-2734 (source ratings MA and PT), PH-8133 (source rating PH) and PT-6733 (source rating PT).

## Eligibility Rules Set for Vietnam Service Medal

Navy men stationed in Vietnam or aboard ship in Vietnamese waters since 3 Jul 1965 are eligible to receive the new Vietnam Service Medal. In addition, they are authorized to purchase and wear the ribbon bar.

Under certain conditions, Navy men who served in Vietnam before 3 July may also be eligible for the new award.

But before you rush out to spend some of your hard-earned money, you would do well to check with your personnel officer. He will have a list which shows if the ship or unit with which you served is eligible. The list itself was not published as *ALL HANDS* went to press. However, certain Fleet commands have authority to make a determination.

For your own information, here are the general requirements for the Vietnam Service Medal. If you meet one of them, you may be eligible.

- You must have served with an organization ashore which participated in, or directly supported, the military operation.

- You must have served aboard a ship which supported the military operation.

- You must have been a crew member on one or more aerial flights which directly supported the military operations.

- If you were assigned on temporary duty, you must have served there for 30 consecutive days or 60 non-consecutive days. However, this time limit may be waived if you participated in combat operations.

As stated before, the award is effective 3 Jul 1965. However, Navy men who completed their tour before that date may be eligible for the new medal, even though they have received the Armed Forces Expeditionary Medal. But no one may have both medals for service in Vietnam.

Therefore, if you already have, or

All-Navy Cartoon Contest  
Fernand I. Chagnon, RD1, USN



are entitled to the Expeditionary Medal and you want the new Vietnam Service Medal, you must make a choice. Should you choose the new award, you will have to relinquish your Armed Forces Expeditionary Medal. No choice is necessary if you earned the Expeditionary Medal for service other than Vietnam.

The Vietnam Service Medal is disc-shaped and made of bronze. On the front, a cluster of bamboo trees is superimposed over a traditional oriental dragon, and below is the inscription "Republic of Vietnam Service." The reverse side of the medal shows a flaming torch over a cross bow, and below are the words "United States of America." The medal is attached to a yellow ribbon with three vertical red stripes and a green border on each side.

## Ships Reactivated

The Navy is reactivating 24 ships and 43 small craft from the Reserve



"You got a complaint, Bud?"

fleets to meet increased requirements in Southeast Asia.

Scheduled to return to service are: *uss Tappahannock* (AO 43), *Virgo* (AE30); *Chara* (AE 31); *Askari* (ARL 30); 17 LSTs; three gasoline tankers (AOGs); 40 medium and utility landing craft (LCUs and LCMs); and three harbor utility craft (YFUs.)

## Ceiling for Compensation For Personal Property Losses Raised to \$10,000

Navy men who suffered a personal property loss of more than \$6500 after 2 Jul 1952 under the conditions outlined in Art A-5101(1) of the *BuPers Manual* may be in for an unexpected windfall.

Congress has raised the maximum amount for which compensation may be made for such personal property damage or losses from the old maximum of \$6500 to a new high of \$10,000.

According to the *BuPers Manual*, claims are usually payable if the property loss occurred in quarters (or other authorized place), if it was a transportation loss, loss due to a marine or aircraft disaster, loss due to enemy action or loss of property subjected to extraordinary risks.

The *Manual* also covers property used for the benefit of the government, property which was damaged or lost because of government negligence as well as the loss of motor vehicles, or money deposited for safekeeping, transmittal or other authorized disposition.

Any Navyman, Navy dependent, Navy civilian employee or next of kin whose first claim was adjudicated in excess of \$6500 and payment was limited to that amount may now submit a new claim to fit the new maximum.

Requests for additional compensation for such losses must be made in writing before 14 Sep 1966. Navy men may submit their claims through their commanding officer. Former Navy men and next of kin of deceased Navy men may submit their requests directly to the Chief of Naval Personnel, Department of the Navy, Washington, D. C. 20370.

If the loss for which the claim is being made was covered by a carrier or was insured by a commercial company and compensation was received from these or other sources, you





"Got a match, Lieutenant?"

Sterling Hayden, Gene Nelson (Re-issue).

*The Amorous Adventures of Moll Flanders* (3068) (C) (WS): Comedy; Kim Novak, Richard Johnson.

*Apache Gold* (3069) (C) (WS): Western; Walter Barnes, Lex Barker.

*Phantom of the Rue Morgue* (3070): Horror Drama; Karl Malden, Patricia Medina (Re-issue).

*The Man with the Gun* (3071): Mystery Drama; Lee Patterson, Rona Anderson (Re-issue).

*Young at Heart* (3072): Musical Drama; Doris Day, Frank Sinatra (Re-issue).

*A Bullet for Joey* (3073): Mystery Drama; Edward G. Robinson.

*Break to Freedom* (3074): Ad-



"I'm getting sick and tired of these letters about payments overdue."

should say so in your application.

The application should also refer to any previous claim you have made against the government for coverage of your loss.

Complete information concerning the increase in the maximum amount payable for personal property loss or damage may be found in BuPers Notice 5890 of 8 Oct 1965 or in Public Law 89-185 (78 Stat. 789).

### List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Ski Party* (3060) (C) (WS): Musical Comedy; Frankie Avalon, Deborah Walley.

*Fort Courageous* (3061): Western; Fred Bier, Donald Barry.

*Miss Susie Slagle's* (3062): Comedy Drama; Veronica Lake, Sonny Tufts.

*The Night Holds Terror* (3063): Mystery Drama; Jack Kelly, Hildy Parks.

*So Big* (3064): Drama; Jane Wyman, Sterling Hayden (Re-issue).

*Johnny Dark* (3065): Drama; Tony Curtis, Piper Laurie (Re-issue).

*The Return of Frank James* (3066): Adventure Drama; Henry Fonda, Gene Tierney (Re-issue).

*Crime Wave* (3067): Drama;

• **DEPENDENTS' TRAVEL**—A new regulation permits Navy men to move their families at government expense in cases where some ships and staffs—as a result of the Navy's increased activities in Southeast Asia—are faced with exceptionally long deployments.

The recent change to *Joint Travel Regulations* allows for a government-paid household move when certain deployments exceed 12 months.

In cases where the Chief of Naval Operations designates a ship or staff to an overseas tour of more than 12 months, all personnel assigned to such a unit (who are otherwise eligible for dependents' travel and shipment of household goods at government expense) are entitled to move their families to any location in CONUS, or the Panama Canal Zone, Puerto Rico, Alaska or Hawaii and other U. S. territories and possessions if approved by the Secretary of the Navy or his representative.

Previously, if a navyman wished to move his family away from his home port while he was away on an extended deployment, he had to do so at his own expense. Many men prefer that their dependents move nearer to relatives at such times.

The new regulations will ease the difficulties of family separation and the concern each husband and father has for the wellbeing of his family during his absence. Although long separations are necessary to enable the Navy better to fulfill its increasing commitments, this new entitlement will do much to insure that the Navyman's dependents are cared for during long deployments.

venture Drama; Anthony Steel, Jack Warner (Re-issue).

*The Diamond Wizard* (3075): Mystery Drama; Dennis O'Keefe, Margaret Sheridan (Re-issue).

*Sons of Katie Elder* (3076) (C) (WS): Western; John Wayne, Dean Martin.

*How to Stuff a Wild Bikini* (3077) (C) (WS): Comedy; Annette Funicello, Dwayne Hickman.

*Son of a Gunfighter* (3078) (C) (WS): Western; Russ Tamblyn, James Philbrook.

*Dark Intruder* (3079): Melodrama; Leslie Nielsen, Judi Meredith.

*Kiss Me Deadly* (3080): Mystery Drama; Ralph Meeker, Paul Stewart (Re-issue).

*The Good Die Young* (3081): Mystery Drama; Richard Basehart, Gloria Grahame (Re-issue).

*Twist of Fate* (3082): Mystery Drama; Ginger Rogers, Jacques Bergerac (Re-issue).

*Witness to Murder* (3083): Mystery Drama; Barbara Stanwyck, George Sanders (Re-issue).

*Coast of Skeletons* (3084) (C) (WS): Adventure Drama; Dale Robertson, Richard Todd.

*War Gods of the Deep* (3085) (C) (WS): Melodrama; David Tomlinson, Susan Hart.

*The Family Jewels* (3086) (C): Comedy; Jerry Lewis.

*Love and Kisses* (3087) (C): Comedy Musical; Rick Nelson, Jack Kelly.

*Abraham Lincoln in Illinois* (3088): Drama; Raymond Massey, Ruth Gordon (Re-issue).

*The Command* (3089): Adventure Drama; Joan Weldon.

# The Background Investigation: Its Significance and Purpose

*What is the purpose of the background investigation? How does it affect you and the Navy? Here's a brief report, written by a Navy captain who is an assistant director of Naval Intelligence for counterintelligence.*

**T**HIS DISCUSSION deals with the "background investigation" in the Navy and presents a point of view which is not often considered by the average individual.

In addition to physical fitness, a good mind and rather extensive training; what is required of a Navyman to make a successful career in the sea service?

In the early days of our nation, fighting forces were characterized by physical strength and stamina—two requirements which were indispensable under combat conditions in those times. These elements, of course, are important now, but less so than during the ages when hand-to-hand fighting was the order of the day. With the advance of science and technology, effective power in warfare is being transmitted to a large extent through weapons and hardware rather than muscle.

Science and technology have had their effect on the fighting forces in more ways than one. For example, although we have always had military secrets which required protection, it was not until the beginning of this century that scientists and engineers began to produce military weapons and techniques which came to be quite decisive in combat.

This development, in World War II, had as one of its by-products, an enlarged program—that of the "personnel security investigation." It affected primarily the then relatively few persons selected for especially sensitive assignments. This was still a comparatively small investigative program, and adverse findings were not necessarily fatal to a Navyman's career, since there were many billets which required no security clearance.

**H**OWEVER, the number of sensitive positions has increased many times; in fact, by the thousands.

One of the turning points of history came with the discovery that the Soviets had procured, through intelligence sources, the secret of the

atomic bomb. The defections of Martin and Mitchell from the National Security Agency to the Soviet Union also had an important impact upon the growing need to protect our military secrets.

Such incidents point up the importance of the security investigation program.

The armed forces cannot afford to have questionable or vulnerable personnel placed in positions of great responsibility. The eyes and ears that are entrusted with the nation's expanding military secrets obviously need to belong to individuals of loyalty, integrity and trustworthiness—of high character and of such habits and associations as to cast no doubt upon their discretion or good judgment.

To insure the right persons in sensitive positions, the armed forces conduct personnel security investigations. To some this may occasionally appear as an unwarranted interference in a person's private life. As explained in the case of *Pavesich v. New England Mutual Life Insurance Co.*, 122 Ga. 190, 50 S.E. 68, a candidate for public office is said to waive his right to privacy to such extent as to permit any proper investigation of the conduct of his private life which may throw light upon his qualifications for the office, and one who holds public office subjects his life to the closest scrutiny for the

purpose of determining whether the rights of the public are in safe hands.

**P**ROCEDURES and policies for a background investigation are spelled out by the Secretary of Defense. The three military departments select high quality talent as investigators, and then give them thorough training; these personnel are held to a strict accountability for "moral rectitude," they are carefully instructed to sift out fact from rumor, to be discreet in their discussions of cases, and to be fair and objective in their complete approach to all investigations. A separate group of persons, usually commanding officers, then utilize the facts as developed in the investigative report to decide whether or not the subject of a case is eligible for a security clearance.

What are the negative factors with which a background investigation is concerned?

Sexual aberrations obviously require close scrutiny. Excessive use of intoxicants, use of narcotics, black-marketing, thefts, a close and continuing association with anti-American elements all merit analysis and evaluation and may compromise an individual's future.

The purpose of the personnel security investigation is to protect the security of the nation. The investigation itself enables the Navy to certify an individual as "clearable for security." Clearables are indispensable for the U. S. Navy of today and tomorrow.

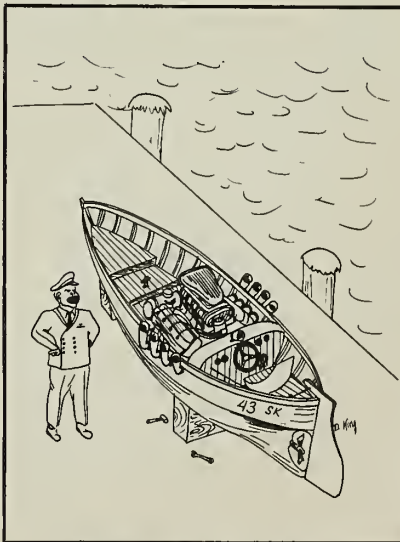
One further point—garnered from 20 years in the field of intelligence and counterintelligence. The background investigation in itself does not determine whether a person is clearable. That is determined by the individual himself through his way of life.

## Lincoln Visits New London

uss *Abraham Lincoln* (SSBN 602) eased herself against a pier at New London, Conn., recently for an important face-lifting. She was there, not only for her regular overhaul, but also for conversion from the A-1 to the A-3 *Polaris* missile.

*Lincoln*, a veteran of 18 patrols, has been operating as a unit of Squadron Fourteen advance based in Holy Loch, Scotland.

All-Navy Cartoon Contest  
D. S. King, SN, USN



"All right, who's the wise guy?"



# DECORATIONS & CITATIONS



**DISTINGUISHED SERVICE MEDAL**

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ **GOLDTHWAITE, ROBERT**, Rear Admiral, USN, as Commander Fleet Air Jacksonville from July 1963 to September 1965. RADM Goldthwaite was responsible for maintaining a high state of combat readiness of aircraft carriers and aviation units. Particularly noteworthy were his efforts to increase the effectiveness of antisubmarine forces assigned, which resulted in the improved capability of these forces to counter any submarine threat. He was also responsible for a quantitative increase in the airborne reconnaissance capabilities of the Navy through his contributions to the successful introduction of the Integrated Operational Intelligence System into reconnaissance squadrons and aircraft carriers.



**SILVER STAR MEDAL**

"For conspicuous gallantry and intrepidity in action . . ."

★ **BARSCHOW, WILLIAM M.**, Lieutenant, USNR, posthumously, for service with the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, assisting friendly foreign forces engaged in armed conflict with Viet Cong guerrilla forces, from May 1964 to April 1965. During this period, LT Barschow was in more than 50 combat operations in Viet Cong-controlled territory. On 5 Apr 1965, the ship convoy in which he was participating came under sudden heavy enemy gunfire from both banks of the river. Maintaining his position at the side of his counterpart aboard the command craft, LT Barschow performed his advisory duties with exceptional bravery and effectiveness while subjected to the enemy fire, which wounded many men on the craft and temporarily silenced most of the ship's guns. While momentarily standing alone and firing at a machine gun emplacement on the bank, Barschow was fatally wounded by enemy fire. His courage and leadership contributed greatly to the eventual success of the convoy in breaking the

enemy ambush and gaining a major victory.



**LEGION OF MERIT**

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ **FOOTE, HORACE S., JR.**, Captain, USNR, as Commanding Officer, Naval Command Systems Support Activity, from December 1961 to June 1965, for his contribution to the establishment of the Department of Defense Computer Institute.

**Gold Star in lieu of Second Award**

★ **HATHAWAY, AMOS T.**, Captain, USN, as Director, Logistic Plans Division, Office of the Chief of Naval Operations, from June 1963 to June 1965, for his contributions in logistics serving to increase operational readiness.

**Gold Star in lieu of Second Award**

★ **POST, WILLIAM S., JR.**, Rear Admiral, USN, as Deputy Commander and Chief of Staff, Military Sea Transportation Service, for his contributions to the

ocean transportation service and the improved sealift readiness position of the Department of Defense.

**Gold Star in lieu of Second Award**

★ **STEVER, ELBERT M.**, Captain, USN, while serving in the Office of the Chief of Naval Operations as Assistant for Aviation Maintenance to the Director, Ships Material Readiness Division, from August 1963 to June 1965, for his contributions in the development of the Standard Navy Maintenance and Material Management System for Aviation.



**DISTINGUISHED FLYING CROSS**

"For heroism or extraordinary achievement in aerial flight . . ."

★ **HUME, KENNETH E.**, Lieutenant Commander USN, posthumously, while serving with Fighter Squadron 154 in Vietnam on 29 Mar 1965. As an aircraft section leader, LCDR Hume led his unit in a rocket attack against an enemy military installation of prime importance. The unit made a diving attack in the face of heavy hostile ground fire, scoring direct hits and inflicting severe damage to the objective. After completing his attack, LCDR Hume reported a fire in the after section of his aircraft and attempted to save the plane by flying at reduced power to his carrier base. However, control was subsequently lost and his aircraft crashed into the sea.



**BRONZE STAR MEDAL**

"For heroic or meritorious achievement or service during military operations . . ."

★ **LANGFORD, RICHARD H.**, Engineman 2nd Class, USN, posthumously, for service aboard USS *Cook* (APD 130) on 23 Apr 1965. As a member of a boat crew exposed to heavy enemy fire while landing a reconnaissance team, Langford returned the fire until he was fatally wounded. His accurate and effective support fire was instrumental in diverting enemy fire from the beach. Langford's courageous devotion to duty at the cost of his life was in keeping with the highest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized.

## Named for Vietnam Hero

The first U. S. Navy ship to bear the name of an American killed in Vietnam action will be the new escort ship *Roark* (DE 1053).

Lieutenant William M. Roark, for whom the ship is named, was killed while flying an armed reconnaissance mission over North Vietnam on 7 Apr 1965. He was posthumously awarded the Distinguished Flying Cross for his heroism during the mission.

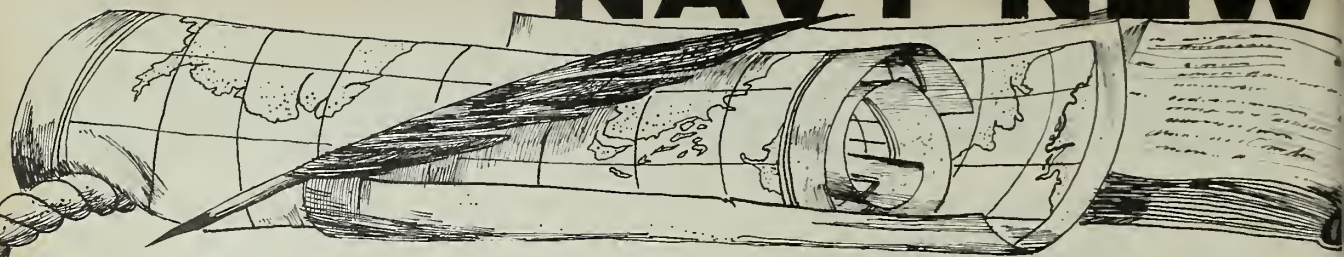
Roark was also awarded the Air Medal for his performance in a strike against the Dong Hoi supply area and Army barracks in North Vietnam on 7 Feb 1965.

In announcing the name selected for the ship, Secretary of the Navy Paul H. Nitze said, "Lieutenant Roark exemplified the valor, integrity and dedicated service that our nation has always honored."

The ship is scheduled to be launched late in 1966.



# NAVY NEW



**T**HOSE OF YOU who care about such things may recall that, about this time last year ALL HANDS announced the result of a contest—and, as such, a Navy first. Contests are the going thing these days, but this one was different—it called for a combination of talent, tradition and know-how, tempered by the rules as laid down in *Navy Regs.*

The end product was the selection of those New Year's deck logs which, in the opinion of the admittedly unqualified judges, were most worthy of publication for the Navy audience.

The response says much for the competitive spirit of the U.S. Navyman. At the moment, we're up to here in New Year's logs and those which, in more routine years, would have been snatched eagerly for publication must now be passed by with regrets.

This speaks highly of the pencil-chewing efforts of the reluctant OODs of *uss Beatty* (DD 756), *Recruit* (TDE 1)—now there's a surprise!—and *Salmon* (SS 573) who were named first, second and third place winners in that order.

## USS BEATTY (DD 756)

The lights of Cannes, not far away,  
Wink playfully, as if to say,  
What kind of fool would not take leave  
When faced with duty New Year's Eve.  
So fool I am; the lights are right.  
There'll be no cheer for me tonight.  
The man who writes those travelogues  
Should be here now—without his tags!  
He'd learn the truth, that liar bold,  
The Cote D'Azur is freezing cold!  
But let us quit this tone of woe;  
It's not that bad: there could be snow.  
The weather's clear, the seas are sweet.  
Beneath the keel lies forty feet.  
The port hook feasts on mud and slime;  
Amount of chain I just can't rhyme.  
While Number Four produces heat,  
The juice from forward lights my beat.  
For readiness, Condition Six  
Is set in case of warlike tricks;  
And though it's said we maintain Yoke,  
In ships like this it's just a joke.  
Four other ships ride near us here  
With Gearing closest to the rear;  
Yarnell, the King, and Forrestal  
Create with lights a brilliant wall.  
On Forrestal COMCARDIV Four  
Presides as SOPA—what a chore!  
Well, that concludes the standard stuff;  
A final note will be enough.  
Beatty's seen the world, cruised every sea,  
Since '44 steamed faithfully.  
We're fond of her; this old gray mare;  
We coax and prod, she gets us there.

If wine I had, I'd toast her long,  
This New Year's morn, still going strong.

M. R. NAESS, LTJG, USNR

## USS RECRUIT (TDE 1)

I sit here alone, and hail the New Year,  
On a ship with no engines, at a make-believe pier;  
A hull made of plywood, she sometimes shakes—  
Only ship in the Navy afraid of earthquakes,

We're receiving fresh water, electricity, steam,  
Just like North Island or, better yet, Ream.  
We're getting all services direct from the pier.  
But Please, no emergencies! The boss may hear.

For many long years, tied up taut and snappy,  
We're sailing nowhere, but the termites are happy.  
We never need rat guards, there's nary a rat,  
Those guys pushing companies won't allow that.

We're moored in the blacktop, we never look sloppy—  
And everyone knows, concrete can't get choppy.  
To starboard North Island is shining so bright;  
To port, all recruits are tucked in for the night.

They're really a fine breed, those Company Commanders—

You too, can savor the heady delights of victory such as that experienced by Lieutenant (junior grade) M. R. Naess, USNR of *Beatty*; Boatswain's Mate 1st Class A. M. Henry, USN, of *Recruit*; and Lieutenant (junior grade) R. W. Felton, USN, of *Salmon*.

Here's how you can do it.

First, maneuver adroitly and subtly so that you will be designated to the mid-watch come next New Year's Eve. Next, choose a moment when the spirit of the muse is at its highest. Then whip out your epic.

**H**OWEVER, such a project is not to be undertaken lightly. There are rules to be followed. You are bound by *Navy Regulations* (Art. 1037) to enter in the log all the information that is customarily required of any watch. The particulars of important details such as mooring lines, ships present, senior officer present, sources of electric power, steam and water, must be included whether or not in verse.

Recruits don't believe it (they write to Ann Landers)—

We nurse 'em, and march 'em, teach 'em and feed 'em,  
So our Navy has fighting men whenever we need them.

We taught you the difference between rope and line;  
You took a turn at the helm: she handled just fine.  
You got acquainted with hatches, with shrouds and stays,  
With traditions and customs, and old Navy ways.

All you sailors in ships, please remember us here—  
We're "Cradle of the Navy" with "let's pretend" gear;  
Keep sailing with pride as this new year is begun;  
Best wishes to all from old TDE One!  
A. M. Henry, BM1, USN

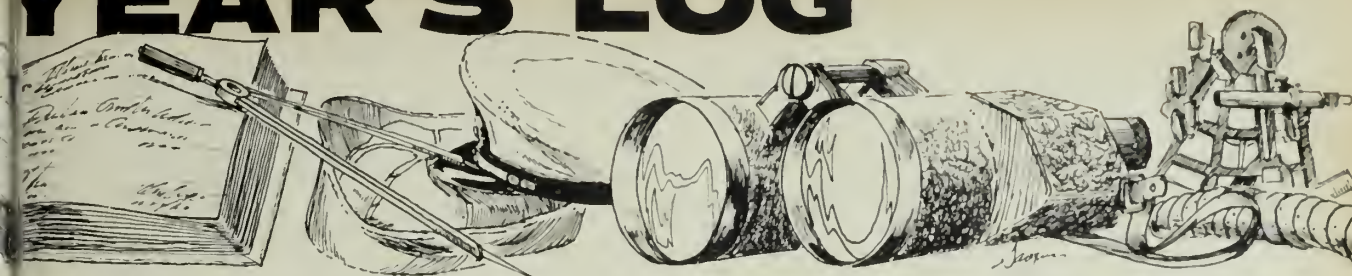
## USS SALMON (SS 573)

I'm "BIG SAL". I'm moored,  
And I cannot be lured  
From my berth at Pier Fifty-Eight—  
Since shore power below  
Keeps me all aglow,  
While the shipyard determines my fate.

I believe I will be  
A new Guppy Three,



# YEAR'S LOG



Other items that might be covered include the character of duty in which engaged, state of the sea and weather, courses and speed of the ship; bearing and distances of objects sighted; position of the ship; draft; soundings; zone description; particulars of anchoring; disposition of the engineering plant and changes thereto; tests and inspections; changes in the status of ship's personnel; and such other matters as may be specified by competent authority.

No small task and one which is guaranteed to keep all hands busy during the entire watch.

We noted in last year's introduction that the three named as best of the lot were from ships moored comfortably—to use the term loosely—in port while written. The same coincidence holds true this year, but we invite your attention to USS *Robison* (DDG 12), who leads the list of honorable mentions.

She was steaming in the South China Sea off the coast of Vietnam when her New Year's log was written (very well, indeed, by LTJG M. A. Rose, USNR.) Come to think, a surprising number of de-

stroyers have written most acceptable New Year's logs this year. As ALL HANDS has frequently observed, DDs are not only the workhorses of the Fleet, they're versatile, too.

Many hours of intensive study and analysis have also revealed one additional and extraordinary fact—naval rhymesters consist largely of boatswain's mates and quartermasters, ensigns and lieutenants junior grade. Can it be that rate and rank have a direct correlation with verbal facility? Does this actually mean that beneath the supposedly gruff exterior of the salty old bos'n there beats the tender heart of a beardless poet?

All this is hard to believe but, if true, the literary world will be shaken to its very foundations.

Further research on this point is necessary. You can help by asking *your* senior bos'n or OOD if he has the heart of a poet. Let us know what he says.

We'll give you the results of our investigation next year.

Meanwhile, here are this year's Navy winners.

Once this Frisco Shipyard is through.  
But you must surmise  
I've begun to despise  
All the chipping and hommering they do.

I'm sure all the ships  
of PacFlt in their slips  
Round this San Francisco Bay—  
With the Navy yard rafts,  
And the district crafts—  
For their eers' sake, wish I'd go away.

But I cannot run,  
For I am not done,  
And this causes much concern.  
I must somehow  
Complete right now,  
Or I'll delay my WestPac sojourn.

SOPA (COMCARDIV Seven),  
At his Alameda haven,  
Is waiting for me to leave—  
Far my status report  
Would be one less to sort,  
A task if he lost he'd not grieve.

But I'll be out  
To roust about  
And compete with my sister subs.  
And flaunt my "Es"  
On the Seven Seas  
And therein lies the rub.

Other subs of the fleet  
Are not quite so elite

For—since I've been in commission—  
I've never failed;  
It seems I'm detailed  
To win "Bottle E" competition.

Back in sixty-two  
I did something new  
When I won the "Golden E."  
Again, sixty-three,  
And finally  
'Twas seven in a row—that's me!

I'm sure the post year  
May well disappear;  
It'll fade, be forgotten by some.  
But I'll not forget  
CINCPACFLEET'S epithet:  
To the Salmon he cabled "Well Done."  
R. W. Felton, LTJG, USN

## USS ROBISON (DDG 12)

0000-0400  
Here we are steaming on the South China  
Sea  
While serving to help keep South Vietnam  
free.  
COMSEVENTHFLT put us out here on station  
His Quarterly OP Order guides ships of our  
notion.  
The SOPA and tactical commander are one;  
The Hancock's his home—he's COMCARDIV  
One.  
This same man is saddled with more than  
one chore;  
He is also in charge of the group in line four.

"Forty's" our "form" with just one CVA;  
HANCOCK is our guide, by night and by day.  
Two DDs are screening in a Three-Chorlie-  
Two,

Edwards is in One and Robison in Two.  
Screen axis and course have been signaled  
by name  
One-eight-zero will do, for both are the  
same.

Twelve is our speed; guide's range is four  
thou;

Three-one-five the guide bears; we're in  
station now.

In USS Edwards (she's DD Nine-fifty)  
Rides COMDESRON One-Seven, whose screens  
are nifty.

The boilers and generators are One and  
Two "B."

We sail with Yoke set and plant split, you  
see.

"Fifty-two" mount is manned; Condition Three  
watches yet.

"Dorken ship's" in effect, navigation lights  
set.

At midnight plus twenty we re-oriented the  
screen

To zero-six-zero, on our new course I mean.  
Fifteen minutes it took us (with spray on our  
smiles)

One-nine-five bears the guide, with a range  
of two miles.

To keep us awake and our actions alive  
We started to zigzag at Oh-oh-four-five.  
Quickly Plan Twenty was put on the line,  
The entire formation began weaving in time.

I won't tell you courses (for reason of security)  
But I will tell you this: we blew tubes at  
two-thirty.

The watch is completed; there's no more to  
write—

Happy New Year to all and to all a good  
night.

M. A. Rose, LTJG, USNR

### USS GEORGE K. MACKENZIE (DD 836)

Moored in the port of Yokosuka, Japan,

In a nest of five, the outboard can.

Standard mooring lines doubled, both aft  
and fore,  
Captain, XO, and liberty party ashore.

Condition of readiness Four is set,

Plus Condition Yoke, on that you can bet!

Inboard to starboard is Ernest G. Small,  
Most everyone's over, having a ball.

Inboard of her, it's Higbee and Mason,

And also the Orleck is moored to this  
caisson.

The five of us nested, as secure as could be,  
To port of the Markab, AR Twenty-three.

Oklahoma City is moored over there,

Her CO is SOPA. The weather is fair.

The usual yard craft are scattered about,

And New Year has come, there's no room  
for doubt.

Various fleet units, like us, lie at rest.

Hoping this season will yet be the best.

The world, as usual, is far from steady,

But the Seventh Fleet, always, is Razor-  
sharp Ready.

C. R. Murphy, Jr., ENS, USN

### USS MARS (AFS 1)

Moored starboard side to,

In a foreign land—

Berth eight, S. R. F.,

Yokosuka, Japan.

Six nylon hawsers

Doubled up tight;

Three wire preventers

Adding their might;

Condition yoke set—

All is sublime;

Boiler two, generator one,

Are both on the line.

Receiving phone services

Direct from the pier;

Plus fresh mountain water,  
Sparkling and clear.

To port and starboard,  
And moored in the stream,  
Lie Seventh Fleet ships  
With lights all agleam.

Off in the distance—  
Yet sounding so clear—  
Temple bells chime  
As we start a new year.

Ships present tonight  
Are varied and many:  
Seventh Fleet units  
And yard craft a-plenty.

SOPA (our boss) lies  
To port on our beam,  
in Okay City—  
The Seventh Fleet Queen.

From USS MARS

And her Martian crew

"Happy New Year, shipmates,

To all of you."

C. E. Johnson, BMCS, USN

### USS MIDWAY (CVA 41)

'Tis hard enough these words to weave  
On every duty night.

But when we come to New Year's Eve  
This log in verse we write.

We're bound by duty, per Navy Regs,  
To give our hard-earned time;  
Yet this question an answer begs:  
Why must the - - - - - thing rhyme?

In Hunter's Point Shipyard for major repair—  
San Francisco seems colder than "Heaven"—  
Tied starboard side to, all snug in our lair,  
Midway covers berths ten and eleven.

In case rough seas might soon appear,  
As witches' cauldrons bubble,  
Sit back, relax, and have no fear—  
Our standard lines are double.

O'er each vessel that's nestled near  
The shipyard makes a fuss.  
Service to all comes from the pier—  
Of types miscellaneous.

Condition of readiness continues at Six,  
Five echo our EmCom Con.  
Material Condition Yoke we fix  
As this night goes on and on.

SOPA we find is Rear Admiral Bringle  
COMCARDIV Seven by the sea.  
Two stars go further than a single,  
Anyone for three?

In our midst we find this night  
Ships of the Pacific Fleet;  
The Hornet, largest in her might,  
Yard craft asleep at her feet.

Greyhounds of the fleet are home from the  
main

And slumber in their nest:\* (See footnote)  
The Stoddard, Mullany, Mansfield and Braine,  
With Garcia and De Haven at rest.

The Atlanta is back from her time at sea,  
Her trials all over for now.  
The escort Edmonds is in her lee  
With yard craft at her bow.

Scabbardfish, Salmon and Spinax, subs three,  
Low in the water lay.

Their men are at home, their loved ones to  
see

Tomorrow it's back to the bay.

Neches, Kennebec and Mottaponi, each  
Usually pumping oil;  
Though far across the seas they reach  
They're now on native soil.

Aircraft fuel is kept on board,  
And the fly-boys want it known  
Conditions are normal where it's stored,  
Though the tanks are dry as a bone.

If the occasion arises when we must duck  
Or strike when the iron is hot—  
We'll do our best and pray for luck,  
For hot our iron is not.

J. N. Lorton, LTJG, JOOW  
O. W. Lewis, ENS, OOD

#### Footnote

\*This mixed metaphor is from the song: "When  
my sugar walks down the street, all the  
canines go tweet, tweet, tweet."

### USS McCaffery (DD 860)

Astride the rows of keel blocks stark  
In Charleston Naval Shipyard dark,  
The New Year, fresh and quite alive,  
Arrived in Drydock Number Five.  
Beneath the glare of floodlights bright,  
Three vessels blushed in naked plight:  
Destroyers there, the "Mighty Mac"  
With Allen Summer at her back,  
And tiny YC sev'n-five-four



Suspended o'er the drydock floor.  
All services are from the pier  
And COMINLANT is SOPA here.  
Ships present on the local beat  
Are units of the Second Fleet;  
And readiness Condition Six  
Is sure to stifle any tricks.  
This quiet vigil in the night  
Awaits the dawning of first light  
To shout aloud the news of cheer  
And celebrate a bright New Year.

D. A. Otto, LTJG, USN

### USS WALDRON (DD 699)

Tied starboard side to Willard Keith,  
DD seven-seven-five;  
At Pier two-one, berth two-one-three,  
It's nineteen sixty-five.

Inboard of Keith, USS Eaton,  
DD five-one-zero at rest;  
These three ships, with us outboard,  
Make up the entire nest.

Spring-lay and hawser aft to Keith,  
Keep our fantail tight;  
A wire forward to the pier,  
Keeps our bow in sight.

Our left-hand bower underfoot,  
And standard lines all double,  
Give us complete protection here,  
And keep us out of trouble.

Steam and water—voltage, too,  
Are coming from the pier,  
To maintain health, and warmth, and ease,  
For all on duty here.

Candition of Readiness Six is set,  
Along with Yoke (Modified);  
Near us are harbor and merchant craft,  
Some anchored and some tied.

To all the other United States  
Atlantic Fleet ships here,  
And SOPA too, COMNAVAIRLANT,  
We wish a Happy New Year.

—Forwarded by

James A. Baxter, Commanding Officer

### USS SALUTE (MSO 470)

Here we ore at Minecraft Base,  
Doubled up with four in place;  
Notable's on our starboard side  
The sea is slack, it is high tide.  
Electricity, water and shore steam  
Come not from our Engineering team,

But from the shore-based Navymen  
Stationed at NAVBASE Charleston.

At twenty-four hundred the whistles did toot  
Fram ships at the pier (Sierra and Salute).  
COMINLANT's SOPA both day and night,  
LANTFLEET units show his might;  
Yard and district craft are his charge,  
Readiness condition six (we believe too large);  
But Yoke is set, so have goad cheer,  
Salute is ready for the New Year.

M. C. Gibbons-Neff, ENS, USNR

### USS NORRIS (DD 859)

In a city here in Italy,  
We start this New Year's Day,  
And according to traditions  
I'll write the log this way:

Our ship, USS Norris,  
DD eight-fifty-nine,  
Is berthed here near Genoa  
With standard mooring line.

Stern to the pier, in Med moor style—  
Port anchor lays away,  
With sixty fathoms at its chain  
In the muddy bottom bay.

The pier's Andrea Doria;  
We arrived just yesterday,  
With the J. R. Pierce to starboard  
And her brow across our way.

Porto Vecchio, the harbor—  
For this I surely know—  
With four and one-half fathoms  
Of water just below.

Gathered all around us  
The Sixth Fleet ships look fierce—  
An ammo ship named Shasta;  
Destroyers Cecil and Pierce.

COMCRUDESFLT Twelve is SOPA:  
Admiral Heinz, so we all know;  
He's aboard the Saratoga  
Numbered CVA Six-Oh.

Our ship is brightly lighted,  
With Med lights far all to see;  
Power from number two Turbo,  
And boiler number three.

Yoke's set throughout the ship now,  
Of this the watch did say;  
And I make this final entry  
On a Happy New Year's Day.

F. V. McAloon, BTC, USN

### USS COLONIAL (LSD 18)

'Tis twelve o'clock and here I stand,  
Not quite the way I had it planned.  
A whole lot worse, though, it would be  
If we were still steaming in the South China  
Sea.

Indeed, it's a blessing to be here at home  
In San Diego where we love to roam.

This ship is moored at Berth 85,  
Outboard from Oakhill, who's in PhibRon  
Five.

We're on cold iron and watches are set,  
This vessel's secure fore and aft, you can bet.  
Six lines and a wire that shouldn't slip  
Hold us against the inboard ship.

Assorted hoses and lines connect at our beam,  
For power, telephone, water and steam.  
All of these services come from the pier  
To keep us going while we are here.  
Various ships of Pac Fleet are all around,  
Blowing their whistles, making plenty of  
sound.

With security check going there is no slack,  
Especially when SOPA is ComNavAirPac.  
As the old year passes happily on,  
We think back on its work and its fun,  
The highlines and fueling on "routine holi-  
day"  
And two glorious days in Port Subic Bay.

In the New Year we're expecting some more  
of the same,  
Which will build up our muscle and add to  
our fame.

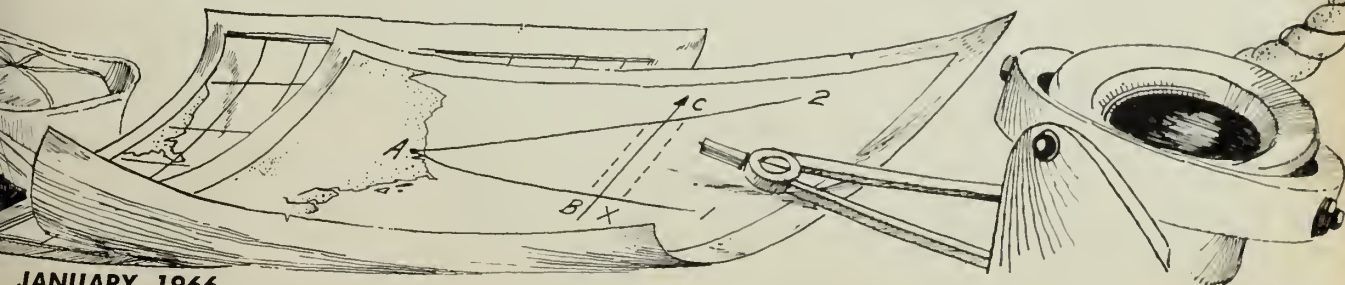
But despite all the hardships we have to  
endure,  
Our hands they are steady; our convictions  
are sure.

The lovers of freedom have nothing to fear;  
The "Gators" will guard them throughout the  
New Year.

Antonnio Mina, SH1, USN

If you too, want your name in-  
scribed on the roster of immortals,  
send along this year's efforts. We  
could, for example, have printed  
many more excellent contributions  
this year had space permitted.

(We would have written this epi-  
logue in rhyme, but that would only  
have made things verse).



# TAFFRAIL TALK

**W**E'RE NOT QUITE SURE how it came about, but it seems that one of the stock comedy situations in the Navy centers about the boot with an undying hatred of the wise-guy, city-slicker type (usually a chief boatswain's mate) recruiter who fast-talked him into enlisting in the Navy.

We can't be sure, of course, but we suspect that, if most recruits were inclined to verbalize their feelings on the matter, the sentiments of a healthy percentage would closely parallel those of the young man who wrote the following letter to Chief B. B. Herdman, USN, a recruiter stationed at Winchester, Va.

Dear Chief:

On 9 Jan 1964, I came into your office and told you I wanted to join the Navy.

One week later I was in Washington, D. C. holding up my right hand, saying those meaningful words.

From there I took a jet to O'Hare Airport and then a Navy bus to Great Lakes. At Camp Berry I took tests, got shots, and a haircut, and really learned the fundamentals of what the Navy was all about. And on top of that, it was blasted cold!

From this preliminary indoctrination I graduated to Camp Moffett, where we learned about discipline, neatness and the strength of togetherness.

Then there was Service Week. Really the hardest week in boot camp. But each one of us struggled through and went on to Camp Porter. The last leg of our instruction. Here we learned about guns, rockets, ships, the 96 count manual—and how to shovel snow.

But the real reward came the last night before we left for a different duty station. I don't think anyone slept that night. We had a ball. Then there were the graduation exercises that we had practiced for so long. We were all proud of ourselves.

After the usual 14 days leave, I flew to Charleston Naval Base to report aboard *uss Cone* (DD 866). On board, I spent some wonderful days, the best of my Navy career.

While in *Cone* I went to the Med. We stopped at such ports as Madrid, Naples, Marseille, Palma, Valencia, Gibraltar, Cannes and the beautiful French Riviera.

While on board, I started working in sick bay. The chief hospital corpsman helped me get into the Hospital Corps School at Great Lakes. At Corps School, I was taught patient care, first aid and the administration of medicine. The course I'd say was sort of cut and dried, but I learned a lot. The graduating services were just as impressive as they were at boot camp. It really made me proud to be in the Hospital Corps. From there, I was sent to Bethesda where I was to take instruction in operating room technique, which I have been studying for two months now. It is a very interesting profession and it has set me up for my life's work when I leave the Navy. But now, I'm not so sure I want to leave. Besides all this, I also got free food, clothes, shelter and much fun in recreation. And I've done a lot of traveling.

In less than two years I have risen two ranks and almost completed two schools and will go up one rate in August. I think only in the Navy could one do all this in such a short time.

That's about all I can think of for now.

Most respectfully,

Loring W. Carper, Jr.

So who's laughing now?

*The All Hands Staff*

## The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: OFF GOES WILLY—  
Catapult operator aboard the attack aircraft carrier USS Constellation (CVA 64) gives 'Go' signal for launching of an E1B Tracer, known in the Fleet as a Willy Fudd.





# **Polaris - Defense In Depth**



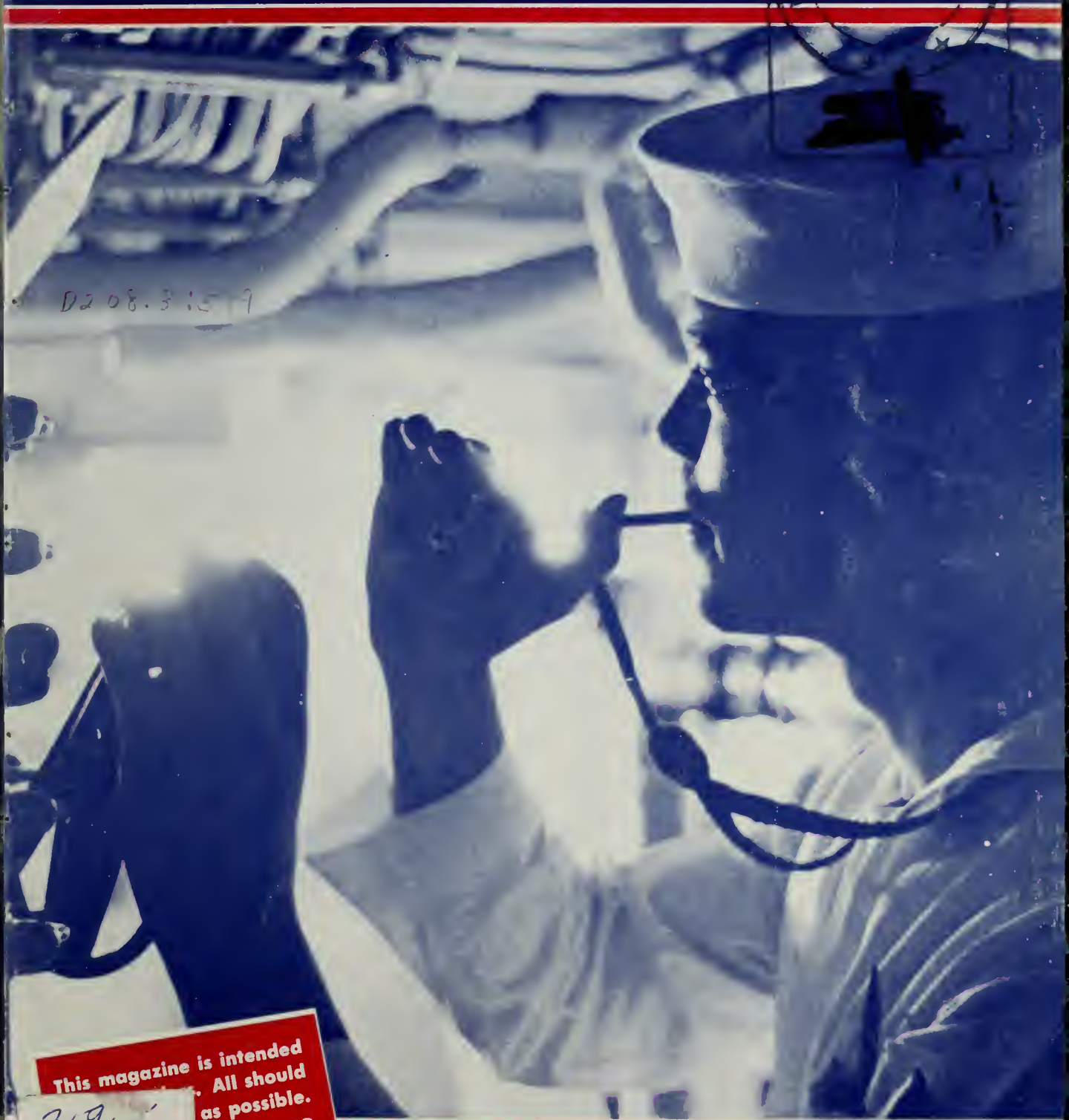




# ALL HANDS



THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended  
for all hands. All should  
have a copy as possible.  
COPY ALONG

359.6  
A416

FEBRUARY 1966







## ALL HANDS

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# ALL HANDS

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FEBRUARY 1966

Nav-Pers-O

NUMBER 589

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### Taffrail Talk

64

John A. Oudine, Editor

Associate Editors

G. Vern Blasdel, News

Jerry Wolff, Research

Don Addor, Layout & Art

French Crawford Smith, Reserve

● FRONT COVER: NOW HEAR THIS—Bootswoin's Mote Third Class Patrick J. O'Connell, USN, pipes the crew's attention to an announcement over the public address system of USS Franklin D. Roosevelt (CVA 42). Photo by J. D. Gass, PH2, USN.

● AT LEFT: A WHEEL MAN—Coxswain of the wheel of an Atlantic Fleet landing craft is symbolic of Navymen throughout the Fleet, well trained in their specialty and dedicated to the preservation of freedom on the seas.

● CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



# Sailing with the Sixth

*The Sixth Fleet today is a force which can operate indefinitely at sea without shore bases in the Mediterranean. As such, it is an instrument of national policy whose goals are peace, stability and goodwill gained by maintaining operational readiness and earning respect for the United States.*

*Its exercises and maneuvers are designed for training, improvement of its wartime potential and for protection of working relationships with our friends and allies. Its aims are entirely friendly, but it is always battle ready—capable of waging any kind of warfare, limited or general, nuclear or conventional.*

*Thousands of words have been written about this huge organization but few, we think, have been reported so well as those prepared by the editorial staff of USS Franklin D. Roosevelt's (CVA 42) publication "Presidential." The report is quoted in part below.*

## Composition of the Fleet

**T**HE FLEET normally consists of approximately 50 ships, 25,000 men and 200 aircraft. It is made up of three main task forces.

First of these is the *Attack Carrier Striking Force* (Task Force 60), which normally consists of two large

carriers, two cruisers equipped with surface-to-air missiles, and about 16 destroyers. Varying numbers of these destroyers are equipped with surface-to-air missiles, rocket launched antisubmarine weapons, and drone antisubmarine helicopters. Task Force 60 is the main striking arm of the Sixth Fleet. Its aircraft have a striking radius in excess of 1000 miles. The carriers are capable of operating their aircraft both day and night in all kinds of weather.

Second is the *Amphibious Task Force* (Task Force 61 and 62). Task Force 61 consists of a squadron of amphibious shipping—attack transport and cargo ships, minesweepers and a variety of amphibious assault types. Task Force 62 is a combat-ready battalion landing team of approximately 2000 U. S. Marines. A battalion landing team is an infantry battalion which has been reinforced with additional armor and artillery. The Sixth Fleet Marine Force also has its own helicopters which are carried aboard ship and are used to carry men and equipment in an airborne assault or "vertical envelopment" of enemy positions.

Third is the *Service Force* (Task Force 63). This force, forming the floating base which enables the Fleet to stay at sea for indefinite periods

of time, is a collection of mobile logistic support ships including oilers, ammunition ships, and a variety of supply, provision and repair ships. This task force, in effect, is a mobile grocery store, repair shop, hardware store and fuel station.

The Fleet receives additional support from land-based aircraft used for scouting and antisubmarine operations, and also includes approximately four submarines used chiefly to provide training services to surface units.

Periodically, and in times of crisis, the Fleet is augmented by a special force known as the *Antisubmarine Force* (Task Force 66). This hunter-killer force consists of a carrier with a specialized air group of antisubmarine aircraft including helicopters, accompanied by destroyers, carrying the most modern detection equipment and antisubmarine weapons. In wartime, Task Force 66 would seek out and destroy enemy submarines.

The composition of the Fleet changes completely every four to six months with ships from the U. S. Atlantic Fleet replacing those in the Med. The only exception to the rotation policy among combat ships is the cruiser which serves as the permanent flagship of the Fleet com-



mander and makes Villefranche-sur-mer, France (near Nice), its home port. About 200 families of the men assigned to the Fleet commander's staff and the flagship live there. Naples is the home port of two auxiliary ships in the Service Force.

#### Missions of the Fleet

The United States has four numbered fleets. The First Fleet and Second Fleet are based on the West and East coasts of the U. S., respectively, and operate in the Atlantic and Pacific Ocean areas. The other two, the Seventh Fleet in the western Pacific and the Sixth Fleet in the Mediterranean, are continuously deployed overseas. The mission of the Sixth Fleet may be stated as follows:

- To protect United States citizens, shipping and interests in the Mediterranean.
- To meet our NATO commitments and to support the other

# Fleet

armed forces of the United States and our allies, either bilaterally or within the framework of the NATO command structure.

- To deter aggression against the Western World by being prepared, as either a national or a NATO force, to conduct offensive striking force operations with nuclear or conventional weapons.

- To conduct national, bilateral, and NATO training exercises in order to enhance the Fleet's ability to carry out its wartime missions and to perfect procedures for joint, combined, and NATO operations.

- To enhance the prestige of the United States and create goodwill toward the United States within the countries bordering the Fleet's area of operations.

The Sixth Fleet has not only national responsibilities but responsibilities under the North Atlantic Treaty Organization (NATO) as well. To carry out his NATO planning responsibilities, Commander Sixth Fleet has a second staff based at Naples which is administered by his NATO deputy. The commander of the Sixth Fleet himself is always afloat. His sea-based U. S. Sixth Fleet staff and his shore-based NATO planning staff are of about



**SUPPLY A GO GO**—TF 63 resupplies PhibRon Six on cruise in Mediterranean.

the same size, that is, about 35 to 40 officers each.

The Sixth Fleet has no shore bases in the Mediterranean. It is completely mobile and self-sustaining. About 50 per cent of the time, the Fleet is engaged in training exercises at sea. These include U. S. and NATO exercises with the armed forces of allied nations.

When not busy training, the Fleet visits approximately 100 ports bordering the Mediterranean. In a normal year the Fleet will make two complete swings around its operating area, visiting the eastern Mediterranean in the spring and fall and western Mediterranean in the summer and winter. Periods both at sea

and in port range from about seven to 10 days.

The Fleet is able to sustain itself continuously at sea several thousand miles away from its home bases in the United States through underway fueling and replenishment. In wartime and periods of international tension, warships could not retire from their operating areas at will to refuel and replenish. At such times many ports might be unavailable for a combat force. So the Sixth Fleet always replenishes at sea, perfecting in peacetime a technique that would be essential in time of war.

Combat ships rendezvous with fleet oilers whenever necessary and steam side by side while the oiler

**HIGH CLASS**—A visit to the port of Monaco is something to write home about.







**SIGHT SEAING**—Sixth Fleet duty includes visits to many historic ports. Before liberty, men are briefed on what to see and do. Here, sailors visit Greek ruins.

pumps fuel through heavy-duty hoses into the combatants' tanks. Carriers and cruisers also fuel accompanying destroyers when the need arises.

Other ships of the mobile logistic support force carry ammunition, provisions, and other supplies for the Fleet. Once a month, each task force rendezvouses with the underway replenishment group.

Highlines are rigged between the cargo booms of the ammunition, refrigerator and stores ships and receiving stations on the combat ships. Like the oilers, each ship of the underway replenishment group can

serve two combat ships at one time. By day or night, cargo net after cargo net is passed across the open sea separating the supply ships from their customers. In daylight hours, underway replenishment is speeded up by vertical replenishment, in which supplies simultaneously are moved from ship to ship in cargo nets slung beneath helicopters.

The Fleet is part of a team, supplementing the individual capabilities of the other services and bringing to the team the capabilities which only a sea-based force possesses. Among its important attributes are mobility, flexibility, and readiness.

#### Mobility

Mobility of the Fleet permits it to apply force where it is needed and when it is needed, without reliance on bases close to the objective area or advance parties of logistic and support personnel. The carrier task force is, in fact, a mobile tactical air base system, complete with aircraft, weapons, runways, maintenance shops, and ability to defend itself against attack.

Sixth Fleet's carrier task force normally consists of two carrier task groups, each built around an attack carrier. Each carrier supports a carrier wing which consists of three or four squadrons with offensive power equivalent to that of a land-based tactical air wing. The two carrier task groups are capable of operating independently, and in practice they normally are separated. Each is capable of moving more than 800 miles in a period of 24 hours.

Aircraft from one carrier can be refueled in the air by tanker aircraft from the other. This makes it possible for one carrier air wing to augment the firepower of the other wing while the Fleet is disposed in a position to apply force at either end of an axis several hundred miles long. Thus the Fleet can respond quickly to requirements in an area where land-based forces might require several permanent installations.

Further, the Fleet can anticipate the requirements for force or for precautionary moves. During a period of increasing tension, forces can be moved into position near the

**BIG ARM** of Sixth Fleet is Attack Carrier Striking Force. *USS Franklin D. Roosevelt* (CVA 42) launches planes in Med.





likely area of operations, without such moves becoming obvious.

#### **Flexibility**

Air power of the Sixth Fleet carrier task force has many potential uses. Its primary usefulness lies in the field of limited and conventional warfare but carrier aircraft are also capable of carrying nuclear weapons. The uses of Sixth Fleet carrier air wings in limited or conventional war situations include:

- Ocean surveillance.
- Show of force.
- Covering the evacuation of noncombatants or friendly forces.
- Defense of our own or friendly shipping.
- Support of airborne and amphibious assaults.
- Support for the development of mobile units of the Army and Air Force from the time of their arrival in an objective area until such time as these units are capable of supporting themselves.

A sea-based force can lie offshore and out of sight for long periods of time, or make a more obvious show of flag if necessary, without violating any nation's sovereignty. It then can retire or it can apply whatever the situation requires with minimum intrusion into the civilian domain of other nations.

#### **Ability to Survive**

Sea-based systems, such as the carrier task force and amphibious force, have at least as great an ability to survive in a hostile environment as any other systems. Their air defense systems provide exceptionally concentrated firepower over the ships being protected.

They must defend themselves against submarines, but the Sixth Fleet is equipped with the most modern antisubmarine warfare weapons in the world, and it operates in an area where geography and oceanography favor the surface ship against a submerged attacker. The entrances to the Mediterranean can be monitored, and there are many shallow areas where an attacking submarine is at a great disadvantage.

The Fleet's mobility provides one of its strongest defenses. Dispersed over a vast area of the ocean and constantly on the move, the ships of a Navy task force are extremely difficult to locate and distinguish from the approximately 1000 merchant ships which normally ply the Mediterranean.

Once located, they are unprof-



**BRIGHT SPOT**—Sixth Fleet ships light up Villefranche, home port of flagship.

itable targets for long-range weapons such as ballistic missiles because of the wide dispersion of the Fleet and because the ships would change their positions unpredictably while ballistic missiles were being targeted to land in their supposed locations.

The Fleet's air defenses consist of airborne early warning aircraft several hundred miles from the heart of the carrier task force, radar picket destroyers, missile ships, and the world's best fighter aircraft. Its air defense in depth and the high ratio of anti-air firepower to the size of the targets being defended make it a formidable target for manned bombers, including those carrying air-to-

ground missiles. Even in nuclear war its likelihood of survival is great.

#### **Readiness**

The Sixth Fleet is a deployed fleet, made up of units which have been sent to the Mediterranean in a high state of training and readiness. Except for the flagship and the commander's staff, where a longer degree of permanence is required, its personnel are assigned normally for no more than six months at a time. Their families are in the United States. They live in their ships, spend much of their time at sea training under realistic conditions, and are always ready to carry out whatever missions

**SIXTH FLEET Amphibious Force** includes combat ready landing team of Marines.





**CARRIERMEN** stand formation as their ship enters Piraeus, Greece.

may be assigned them.

At sea the job of the Fleet is to achieve and maintain a peak of combat readiness. In port the mission of the Fleet is to promote goodwill, understanding, respect and acceptance, both through official contacts and through simple people-to-people relationships. Each man in uniform is an ambassador of goodwill and is expected to act like one.

Mindful that one thoughtless individual, through irresponsible behavior, can undo the work of thousands, a great deal of continuing command attention is given to maintaining the high standards of conduct ashore. Before entering a port, all are informed on the port's place in history, its landmarks and the customs and traditions of its people.

**A NATURAL**—Orphans from Naples head for party in *Franklin D. Roosevelt*.



The Fleet has been so active for so long in promoting good international relationships that many of its activities have become institutions.

In a normal year as many as 1000 individual shipboard parties may be given for children in ports around the Mediterranean. Sports contests between shipboard teams and local teams are a common feature of port visits. Sailors and Marines frequently contribute to local blood banks, and volunteer working parties offer their time and efforts to assist worthy causes ashore. Exchanges of official calls and entertainment are a fixed part of all visits. Ships of the Fleet are open for visiting in all Mediterranean ports. Ship bands play public concerts before enormous crowds. Navymen and Marines of the Fleet can be found on tour in all of the great, historical and interesting cities of Europe.

Although the motto of the Sixth Fleet is "Power For Peace," activities such as those mentioned above, along with the traditional alacrity of the Fleet in responding to disasters such as earthquakes and floods, and the legendary generosity of the U. S. Navyman in helping those in need, have won for the Sixth Fleet a reputation as "The Friendly Fleet."

#### Historical Background

Warships of the United States Navy have cruised the Mediterranean Sea since the early 19th century. Beginning with the war with Tripoli in 1801, and almost continuously since 1886, American sea power has operated in this area of more than one million square miles

which the ancients called "the center of the earth."

In the unsettled years immediately following World War I, ships of the United States Mediterranean Squadron helped to establish peace among the countries of the Balkans and the Middle East.

In World War II, the Mediterranean again played an important part in U. S. plans. U. S. naval forces supported the November 1942 landing in North Africa; the Sicilian landings of July and August 1943; and the Anzio landings of January 1944. On 15 Aug 1944, U. S. naval sea and air forces landed in Southern France as a sequel to Allied landings in Normandy.

In the spring of 1945, over-all U. S. naval strength in the Mediterranean was reduced, but small detachments were maintained in Italy to support the U. S. Army, to assist U. S. merchant shipping and to continue representation on the Allied Commission for Italy.

The summer of 1945 saw U. S. naval activities in the Mediterranean further reduced. Liberated ports were rapidly returned to national authorities and some ships of the Mediterranean Fleet were deployed to the Pacific.

But the end of World War II found the U. S. Navy continuing to maintain a few ships in the strategic Mediterranean to protect American interests and to support United States policies in the area.

On 7 Aug 1947, the cruiser *USS Dayton* (CL 105) relieved the tender *USS Shenandoah* (AD 26), and became the first postwar Mediterranean Fleet flagship actually to operate at sea. A cruiser has been used as the Fleet flagship since that time.

The Sixth Fleet has played a significant role during many recent periods of tension in the Mediterranean. Most noteworthy were the evacuation of U. S. citizens and other foreign nationals from Israel and Egypt during the Suez crisis of October 1956, and the landing of Sixth Fleet Marines in Lebanon in July 1958 at the request of the government of that nation. Both operations, of course, were conducted with air cover from Sixth Fleet carriers. In many lesser crises, the Fleet has made precautionary moves.

Chances are you'll have an opportunity to serve, sometime in your naval career, with the Sixth Fleet. It's a rewarding experience.





**TOW JOB**—Marlin is taken in tow at NAS, North Island. Below: The big bird is given a fresh-water washdown.

## ACT: Anti-Corrosion Team

**A**S IT DOES almost everywhere else, corrosion is waging a relentless war against the Navy's seaplanes in San Diego. The war costs the Navy over a million dollars a year.

Patrol Squadrons 31, 40, 48 and 50, based at NAS North Island, have 44 of the SP-5B *Marlins*. The craft fly ASW and surveillance missions over the Pacific.

Corrosion control is a serious business in the four patrol squadrons. It has to be—many lives are at stake, as is the dependability of an important link in PacFleet's ASW defenses.

Salt water is the main culprit, although engine exhaust gas deposits also contribute a share of grief to maintenance crews.

The result is a never-ending battle. Anticorrosion teams check the aircraft at regular intervals for traces of metal deterioration.

After each flight, the *Marlins* receive a high pressure water washdown and the bilges are pumped dry. Corroded spots, which appear around rivets or as paint bubbles, are circled with a crayon.

These areas are blasted with tiny glass beads, and further cleaned with acid. Scrapers cannot be used because of the danger of gouging or scratching the metal.

A sealer is applied, a paint base, then corrosion-resistant paint. Wing top surfaces are coated with a black

rubber-like substance which resists engine heat.

When corrosion is extensive, the aircraft's entire outer skin is stripped to bare metal and corrosion-proofed, in a process that takes over two weeks.

All this is in addition to the regular maintenance necessary to keep the *Marlins* on almost constant patrol duty. And despite the long hours and hard work involved, the enemy—corrosion—can never be destroyed, but it is arrested.

—William Polk, JOC, USN

Photos by Daniel Reed, PH2, USN



**SHOP WORK**—David Croft, AMS/AN, prepares surface for sealer and (Rt.) Berton Woodworth, AMS/AN, vacuum blasts corrosion spots on seaplane.







## SHIP AND STATION NEWSPAPERS

# Passing the Word

THROUGHOUT THE WORLD, presses roar and mimeograph machines clank, turning out volumes of ship and station newspapers to be read by Navymen and civilians working at U. S. Navy installations. These publications baffle description, for many appear on rough mimeograph paper while others are printed on slick paper. Some convey a minimum of information while others carry high quality news stories and excellent illustrations.

Regardless of their appearance or content, U. S. Navy ship and station newspapers have one prime motivation—to keep local personnel (both civilian and military) informed of newsworthy events within their particular part of the Navy.

At the present time, there are approximately 500 such newspapers. Frequently they are staffed by Navymen, some of whom may not have had experience in publishing even a high school paper. Therefore, if some are less than gems of journalistic skill, they can be forgiven, for most keep their readers abreast of interesting local items which might not merit the attention of more sophisticated news services.

Some ship and station newspapers are not only interesting from a standpoint of their content; they are fun just to look at. The "SRF Anchor," which is partially reproduced and translated on these pages, is a case in point.

The "Anchor" is published by and

for the U.S. Naval Ship Repair Facility at Yokosuka, Japan. For years it has arrived regularly at ALL HANDS where it is pleasurably perused without the perusers having much more than an inkling of what the fascinating squiggles might convey to someone more versed in the Japanese language.

The "Anchor" is only one of several newspapers printed wholly or partially in Japanese for the benefit of local personnel employed at U. S. Navy installations in Japan. It also has its counterpart in other languages at other U. S. naval installations throughout the world.

Regardless of the language in which they appear or the form they take, U. S. Navy ship and station newspapers will continue to fill what would otherwise be an information gap in the lives of Navymen and civilian employees of the Navy and occasionally even tell the world something it should know.

Here is a translation of an article (written some months ago) that appears at the right. For the benefit of those who want to do things right, when you read Japanese you start from the right-hand side of the page and read to the left; however, the lines of ideographs run from top to bottom, rather than horizontally. The columns ran across the page.

The type appearing in the box is the title, and our Japanese experts say it translates approximately as "The Seventh Fleet and SRF." SRF stands for Ship Repair Facility. Now you're on your own.





## Just in Case Your Japanese Is a Bit Rusty, Here's a Translation

More than 20,000 Japanese visitors entered the gate over the holidays to tour the compounds of Fleet Activities including the U. S. Seventh Fleet ships berthed in Yokosuka during the Open House. This number of visitors was an all-time high since the U. S. Fleet Activities Yokosuka was opened to Japanese citizens on special occasions.

Interest seems to have been concentrated on three ships—aircraft carrier USS Midway (CVA 41), the Seventh Fleet flagship *Oklahoma City* (CLG 5) and the repair ship *Ajax* (AR 6). Among the visitors was noted a sprinkling of Ships Repair Facility (SRF) personnel with their families on the berth, an aboard, all over. At the same time a number of SRF ship personnel were also busy at work on board those ships for emergency repair work.

Such a holiday does not mean only a day off from work and a lot of fireworks for SRF personnel. They have been constantly serving the Seventh Fleet ever since its establishment to keep it a truly effective "ready power for peace."

Now it is high time we should have a clearer realization of just what the Seventh Fleet is like and what we Japanese can do for them.

The U. S. Seventh Fleet, world's largest fleet, maintains surveillance throughout nearly one-sixth of the earth's surface, or 30 million square miles, from the Siberian coastal waters in the

north to Antarctica, and from the Indian Ocean in the west to 160 degrees east longitude, a point about 1200 miles east.

Comprised of some 125 ships, 650 aircraft and 64,000 highly trained Navy and Marine Corps personnel, the Seventh Fleet is dispersed throughout this vast ocean area, insuring that the sea lanes are kept open for free world trade. (Ed. Note: These figures have since changed.)

Organizationally, the Seventh Fleet is formed into five major task forces and three task groups, of which the hardest hitting element is the modern, high-speed, attack carrier striking force. It consists of three attack carriers forming the core of three carrier strike groups, each capable of moving to any troubled area in the western Pacific.

Supporting the fast carrier force are cruisers and destroyers in which the fleet's heavy artillery is concentrated.

The Antisubmarine Hunter-Killer Groups, better known as HUK units, are built around a high-speed aircraft carrier.

The 24,000-strong Seventh Fleet Marine Force gives the Fleet powerful amphibious assault capability. The Amphibious Force is composed of transports, cargo ships, landing ships, beach landing craft and a Navy helicopter assault carrier.

The Seventh Fleet Patrol Force, usually con-

sisting of a destroyer division, a seaplane tender, and several squadrons of land- and water-based aircraft, performs endless search and rescue missions.

To keep the Seventh Fleet a truly ready power for peace, the 30 ships of the Mobile Logistic Support Force are constantly on the move throughout the western Pacific to supply the combatant ships with vital cargoes of food, fuel, ammunition, and countless items necessary to maintain a fleet at sea. The 5000 men of this force serve in repair ships, refrigerated stores ships, fleet oilers, ammunition ships, and numerous other service ships and craft. Their under-way replenishment capability and repair facilities enable the combatant forces to conduct uninterrupted operations at sea for indefinite periods.

Aside from military operations, the Seventh Fleet is constantly active in search and rescue missions, community aid and relief missions and myriad people-to-people activities, all of which promote goodwill and understanding between the United States and the people of Southeast Asia. Some of the facts of these activities have been well known by SRF personnel who sometimes cooperate with the Fleet personnel to serve the same problem of people-to-people program. This program is living proof that the Seventh Fleet is—in practice as well as in theory —a "ready power for peace."



西太平洋海域を行くミッドウェイ号と、それを支援するヒッキング号およびフライヤー号 (右)

## 第七艦隊とSRF

### 七月四日基地開放によせて

七月四日、米独立祭に行なわれた基地開放には、この行事が始つて以来といわれる、約二万の従業員を含む市民が入場し、空母ミッドウェイ号、巡洋艦オクラホマ号、工役船アジャックス号の艦内見学が、ひととき関心を高めた。SRFが常に奉仕するこれらの艦をふくむ第七艦隊は……

世界最大の機動部隊と呼ばれている米第七艦隊は、北はシベリア沿岸海域から南は南太平洋、東は東経一六〇度の地点から西は印度洋までの地球の表面約六分の一を占める三千万平方マイルの海域の守備に当たっている。

この艦隊を構成する艦艇は約一二五隻、航空機六五〇機加うるに海軍及び海兵隊員六万四千人を容れている。

組織的には、五つの機動部隊と十機動隊で形成され、その中で最強を誇るものは、近代的高速攻撃空母部隊である。この部隊は、三つの空母艦隊の中心となる三隻の空母

によつて構成され、いずれの艦隊も、前記地域内を迅速機敏に移動することが出来る。この高速空母部隊を支援しているのが、艦隊の重武装が集中されている巡洋艦と駆逐艦部隊で、空と陸に対する援護をする。

又、HUK部隊という名で知られている対潜警戒部隊は高速空母の周囲に配置され、水中からの危険を排除するために、行動を共にしている。第七艦隊には、二万四千名からなる海兵隊部隊も容れられ、沿岸揚陸等の艦艇や、ヘリコプター用の空母一隻から成っている。

そして今一つの哨戒部隊は通常、一つの駆逐隊と、水上機母艦一隻および数個中隊の陸上機や水上機から成り、ひたすら搜索救援任務を遂行するのである。

又、これらの機動部隊を保持するために、約三十隻の艦艇を容れる機動兵站支援部隊があり、艦隊を海上に留めて

おくために必要な食糧、燃料、兵器類その他数種におよ

## ビュシップス創立

### 二五周年

SRFでは通常「艦政本部」と呼ばれている「ビュシップス」が設立されて、今年は満二五周年である。

二年前には、現艦政本部長官ブレット少将の来訪、その又二年前には前長官ジェームス少将を迎えた外、西太平洋艦政本部マネージメントオフィス長官ライト少将始め、マネージメントアシスタントチームの方々の度々の来訪と長期にわたる滞在等、事ごとに深い関係のあることは、すでに衆知のことで、艦政本部管下にあるSRF横須賀に在るわれわれも又、その創立に二五年の推移をたどつてみよ

この支援部隊に属する約五千名の隊員は、修理工作業や後方の支援艦艇で仕事をしており、彼らの補給実施能力や修理能力とその設備は、常に



DROPOUT—Test parachutist M. S. Bentivegna, PRAN, jumps from plane. Bag below parachute adds weight for test.

## Looking for an Outside Job?

**T**HE U. S. NAVY offers many exciting jobs for men who desire adventure. Some of the jobs, such as submarine and Antarctic duty, are well known throughout the Fleet. There are more, of course.

One of the most exciting is to be found at the Naval Aerospace Recovery Facility, El Centro, Calif. This is the home of the Navy's test parachutists.

The official mission of the Naval Aerospace Recovery Facility is:

"To conduct development, test and evaluation of parachute and related assemblies; human escape methods; retardation and recovery systems for lay-down type weapons, aircraft, missile and capsule assemblies; special logistics aerial delivery methods, techniques and equipment."

In carrying out this mission, the facility has tested the recovery system for the Mercury space capsule, fabricated and tested the special parachute and harness used by the

first American astronauts and designed a vehicle to test the operational capabilities of the drogue chute system for the lunar landing training vehicle.

The facility also researches problems encountered by the Fleet regarding aviation survival equipment.

Since engineers can obtain only a limited amount of information from laboratory experiments, mechanical tests and dummy drops, the final evaluation must involve human performers who can duplicate, as nearly as is prudently possible, the survival situation in which the experimental item is to be used.

**T**HE HUMAN PERFORMERS in this case are the test parachutists.

The Naval Aerospace Recovery Facility has billets for 18 Navy parachutists. These men must be volunteers and are taken from the aircrew survival equipmentman (ex-parachute rigger) rating, though the billets have not always been limited to

that rating. In the past, airmen, photographer's mates, machinist's mates, aviation structural mechanics, damage controlmen, and hospital corpsmen have test jumped for the facility.

This was due to a shortage of PRs, and it is not likely that other ratings will be used again. A possible exception may be made for the photographer's mate rating, as a trained photographer would be valuable to the test parachutists and their work in jumper-to-jumper photography.

Such photography has been used successfully to record the practicality of a new method of stowing the suspension lines of the standard Navy back parachute. The effects of air resistance on test items, as well as the opening characteristics of an experimental parachute have also been documented by this method.

**T**HE MAN RESPONSIBLE for the training and safety of the test parachutists is the Senior Jumpmaster, Lieutenant R. H. Bisbing, former



jumpmaster and training officer for the parachute rigger's school at Lakehurst, N. J. He has made 134 jumps.

Assisting the Senior Jumpmaster is J. D. Shafer, PRCS, who schedules the live jump project tests and the training and proficiency jumps. Chief Shafer also coordinates the activities of the packing loft, fabrication, and drop test divisions—which make up the parachute department. A veteran of over 870 jumps, Chief Shafer is passing on some of his skills to the commanding officer, Commander W. H. Koenig, who recently completed the rigorous test parachutist training program and now wears the gold parachutist wings in addition to his aviator wings.

The *packing loft division*, supervised by C. A. Featherston, PR2, is responsible for:

- The inspection and packing of all parachutes and related aviation survival equipment during all phases of research, test and development.

- The inspection of all parachutes which have been used for emergency bailouts or ejections by Navy or Marine aviators or crewmen.

Featherston has quite a talent for making "standup landings" following his parachute descents. The Oklahoman qualified as a test parachutist on 11 Apr 1963, and has made almost 250 jumps for the Navy.

The *fabrication division*, headed by B. W. Knight, PR2:

- Performs repairs to or completes construction of all parachutes and related aviation survival equipment during all phases of research, test and development.

- Furnishes technical recommendations relating to construction designing as required.

- Maintains the parachute department supply cage.

Knight, a Texan, has made over

**DUSTY DRAG**—Test chutist Ron Miller, HM2, is dragged at 15 mph behind truck during testing of canopy release devices. Tests were also made in the water.

500 Navy jumps since he qualified as a test parachutist on 8 Dec 1957. Unlike Featherston, who steps quietly from the aircraft when making his jump, Knight gives a deafening rebel yell as he goes out the open door.

In charge of the *drop test division* is P. E. Dennis, PR1. His division is responsible for:

- Recovering the jumpers and performing the rigging, loading, dropping and recovering of all parachute test vehicles.

- Training ground controllers for the operations department.

Dennis, from Illinois, has over 700 Navy jumps. He qualified as a test parachutist on 14 Jan 1955. Well liked among the jumpers, Dennis is noted for his preference of the "rocking chair" position during freefall.

**A**N INTERESTING PROJECT recently completed by the jumpers was the testing of a parachute canopy deflation device that would collapse a canopy on contact with water.

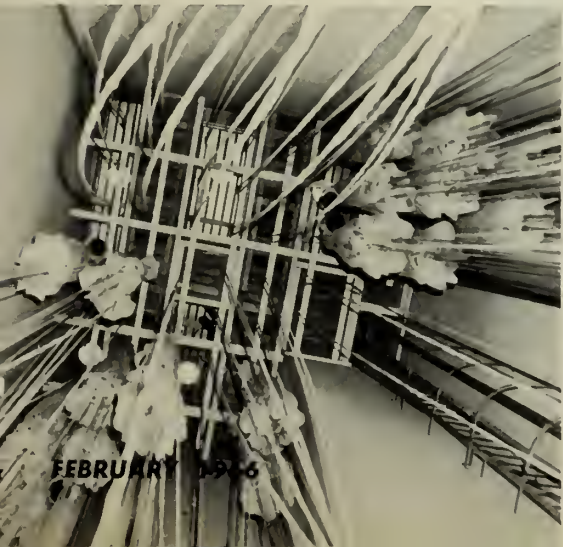
Records at the Naval Aviation Safety Center showed about 150 men had been lost at sea because they couldn't collapse or release the parachute canopy following an otherwise successful parachute descent; thus, the need for a life-saving survival item was clearly indicated.

Tested first with dummy drops, the standard Navy canopies were modified by the addition of the experimental deflation pockets, then used by the test jumpers at the Salton Sea Water Drop Range.

Normally, live jumps are cancelled



**PARACHUTES HANG** in drying room before repacking. *Right:* Parachutist tests canopy deflation pockets after jump.





**SAY 'CHEESE'—Navy parachutist takes pictures of jumpmate's freefall descent. NARF uses photography during tests so minute details can be evaluated later.**

whenever the surface winds exceed 12 knots; however, for this project live jumps were scheduled only if the expected surface winds at Salton were more than 15 knots, since the greater wind velocity gave a closer approximation to the actual survival situation.

Eighty water jumps and 120 land jumps proved the value of the canopy deflation pockets. They have since been adopted throughout the Navy.

The canopy deflation problem on the water was alleviated, but the canopy release bugaboo remained. The canopy release must permit the user to rid himself of the harness quickly, easily and efficiently to escape being dragged by a high wind after landing.

**T**HE FACILITY's project engineers evaluated four different types of canopy releases. In conjunction with the evaluations, test parachutists were subjected to land and water drags. On these tests the jumper was dragged behind a truck, or through the water, at 15 miles per hour while he attempted to operate the canopy releases.

The jumpers, dressed in standard flight gear, were dragged ten times—five times in a prone position and five times in faceup position. From the beginning of the drag until the jumper released himself, he was timed by the engineers and the elapsed time was noted for later comparison. A total of 120 land and water drags were completed before a decision was made.

Other tests (mechanical, metallurgical and live jumps) followed

before the release was finally approved for use by the Bureau of Naval Weapons.

Another fast action project was the evaluation of the oxygen system for emergency bailouts—the bailout bottle. The jumper was required to actuate his bailout bottle, get out of an A-3 jet bomber flying 250 knots indicated air speed at 30,000 feet and freefall to 4000 feet before opening his parachute. The information gathered from this project has been of considerable value in researching the positioning of the emergency oxygen system in the parachute container and the rigid seat survival kit.

**A** CURRENT LIVE JUMP PROJECT is the manual operation of a 24-foot parachute packed in fiberglass horseshoe and wedge containers.

**HITTING SILK—Two testers jump from NARF plane during training.**



Leaping from the ramp of a C-130 flying at 10,000 feet, the jumper freefalls to 6000 feet before pulling the ripcord of this parachute. If for any reason the jumper has difficulty, he has time to jettison the parachute and pull out his reserve chute.

The entire episode is documented by another freefall jumper wearing a helmet-mounted motion picture camera in addition to his regular jump gear.

Probably the most colorful project at the facility is the testing of the maneuverable parachutes—commercial models which come in a variety of multicolored designs. Sport parachutes, and the standard parachutes with various canopy modifications, are being investigated for possible military value. This current project is being conducted by the technical department to study possible military applications of the performance characteristics of the maneuverable parachutes.

**C**HARACTERISTICS OF THE DIFFERENT chutes are determined by recording the rate of descent, horizontal speed and degree of oscillation with cinetheodolite cameras. The film record is later translated into graphs and figures, and a running evaluation of these facts is made. The data is then filed until completion of the test program, when a detailed over-all evaluation is made.

Nothing is overlooked. Information such as the rate of a 180-degree turn is recorded by the jumper and long-range cameras. The personal experiences of the test parachutists are especially valuable, and the jumpers are asked for their ideas and opinions about the parachutes being tested.

This is part of the exciting work done every day by the Navy's test parachutists. They do the work not so much for the extra money—as \$55.00 more each month is slight compensation for the bruises, discomfort and ever-present risk of serious injury—but rather for the interest and pride they take in their work.

To date, the Naval Aerospace Recovery Facility's test jumpers, past and present, have made over 26,450 live parachute jumps with only two fatalities, in nearly 18 years. The work of the test parachutists will continue, as new ideas and inventions are developed to provide better safety, more reliability and additional comfort for the Navy's airmen.

Ron Miller, HM2(PJ), USN





BEFORE—Forrest Royal and radarman Martin are shown near Korea in 1951.



## They've Both Come a Long Way

**L**IEUTENANT (jg) James Martin, USN, has gone a long way in the destroyer *uss Forrest Royal* (DD 872)—and not just in miles.

He first reported aboard the destroyer on 27 Mar 1947, 10 months after it was commissioned. As a seaman second class, he was assigned to the deck force.

Since that time he has spent about seven years in *Forrest Royal*, including a stint as combat information officer. He capped it all off by conning the ship into Mayport, Fla., on his last voyage.

LT Martin's story epitomizes the advancement opportunities available to conscientious Navymen. Before he completed his first tour aboard DD 872, he had advanced to radarman 2nd class. That was in 1951.

After initial duty in the Atlantic, *Royal* headed for Korea via the Panama Canal in September 1950. Martin played his part in the ship's minesweeping and gunfire support operations.

In December the ship was off

Hungnam for emergency evacuation of troops. The following February saw *Royal* off Wonsan, firing at the enemy ashore. On one instance Martin detected the location of a shore battery firing at his ship, and helped direct the return fire which neutralized the enemy position.

It was during the return voyage from Korea that Martin was advanced to second class petty officer—twice. The day after his advancement the ship crossed the International Date Line, which resulted in the previous plan of the day being repeated. So advancements were presented a second time.

Leaving the *Royal* in 1951, Martin served as an enlisted man aboard *uss Willet* (DE 354); *Louis Hancock* (DD 675); *Damato* (DD 871) and *Wren* (DD 568). He also attended Class B Radarman school.

Then on 1 Jul 1963, while stationed at the Naval Administrative Unit, Sandia Base, N. M., Martin was commissioned an ensign under the limited duty officer program.

He completed the officer indoctrination course at Newport, R. I., then received his second set of orders to *Forrest Royal*—where he had begun his career. He was promoted to lieutenant (junior grade) on 1 Jan 1965.

The big circle trip covered many miles, many years and saw many promotions. Now LT Martin is again leaving the *Royal*. But who knows—he may come home again some day.



MODIFICATIONS—*Forrest Royal* is shown after FRAM. Rt and above: LTJG Martin conns destroyer into Mayport, Fla.



FEBRUARY 1966





# Duty in

THE OLDEST SHIP in the Navy is USS *Constitution* (IX 21). She now has a permanent berth at Boston Naval Shipyard, where thousands of visitors board her each year for a look at the Navy as it was in the early days of our country's history. The following article is a firsthand report of duty aboard *Old Ironsides*.

*Constitution* is the embodiment of the finest naval traditions, and we are proud to serve in this old warrior.

All non-rated men are picked for this duty out of boot camp for a one-year tour. They start in the deck department and, besides giving the daily tours, they are responsible for keeping the ship presentable at all times.

There are an unusual amount of bright work and numerous displays which need constant attention. A great deal of time is spent on cleaning and maintenance. With a daily average of 1500 people coming

BOS'N in 1812 uniform pipes call to USS *Constitution* crew members.



CONSTITUTION crewmen on rigging. Below: Frigate was overhauled in 1963.



ALL HANDS



# The Navy's Oldest Ship

aboard, things do not stay clean for very long.

The men also have the usual duties of mess cooking and compartment cleaning. Leading seamen get a chance to assume the responsibilities of quarterdeck watch and master-at-arms.

Our supply department, headed by a storekeeper second class, controls all supply procedures for the command. We do not have much of a problem with spare parts, but there is plenty to do.

The storekeepers operate a souvenir business, which grossed about \$50,000 last year. The proceeds from souvenir sales are donated to the Navy Relief Society. This is certainly a rewarding aspect of the job.

A damage controlman first class currently heads the engineering department. He works closely with shipyard personnel and receives training in shipyard administration methods and coordination.

In addition, a great deal of en-

SEA CHANTER singer takes turn at helm. *Rt.:* Crew climb the rigging.







MORNING COLORS go up aboard *Old Ironsides*. Right: *USS Constitution* takes turnaround cruise annually in Boston.

phasis is placed on fire prevention, for the ship is actually a floating museum and historical shrine which is obviously invaluable.

Each member of the crew is able to give an individual or group tour. Upon reporting aboard, he is taught all parts of the ship, from the rigging to the keel. He also learns the history of the frigate.

The sea detail is still set once a year for our turn-around cruise. The purpose of the cruise is to turn the ship end for end at her berth to keep the sun from warping the masts and spars. It is a gala event for *Old Ironsides* and her crew, for many high-

ranking Navy officers and state and federal dignitaries are aboard.

And it is a thrilling experience to see this ship underway.

As flagship for the Commandant, First Naval District, the ship is constantly involved with honors and ceremonies. We get many officials on board each year, including presidents, kings and ambassadors. Other famous faces are not unusual.

We are in the public eye so much that personnel inspections tend to be rough. One is constantly aware of the image we must present to the general public.

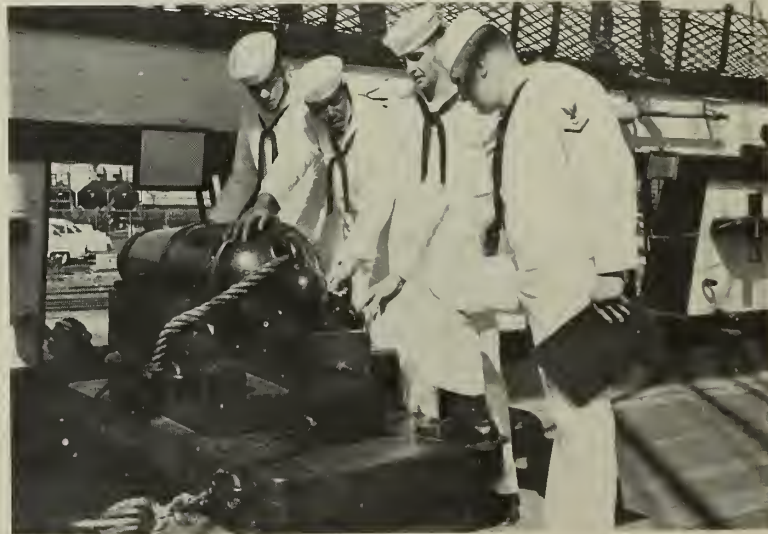
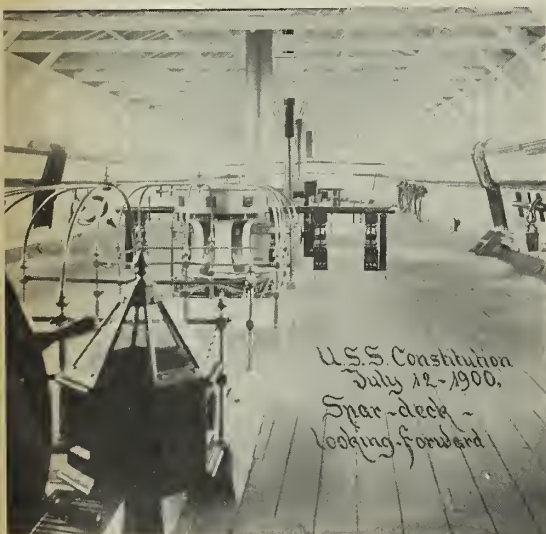
Yet it is not necessarily the im-

portant people who add excitement to this job. It is, instead, the thousands of school children who visit us each year from all over our country.

To quote the late President John F. Kennedy, "My earliest memories of the United States Navy go back to the days when, as a small boy, I used to be taken to the *USS Constitution* in Charlestown, Mass. The sight of that historic frigate, with its tall spars and black guns, stirred my imagination and made American history come alive for me."

—A. J. LeBlanc, Jr., BM1, USN  
Executive Officer  
*USS Constitution* (IX 21)

SPAR DECK of frigate looked like this in 1900. Rt: New crewmembers are given information on all parts of ship.







## It Flies Like a Rock

**A** DEADLOAD MAY NOT look like an aircraft nor does it fly very well, but when it comes to testing a carrier's catapult launching system, it works fine.

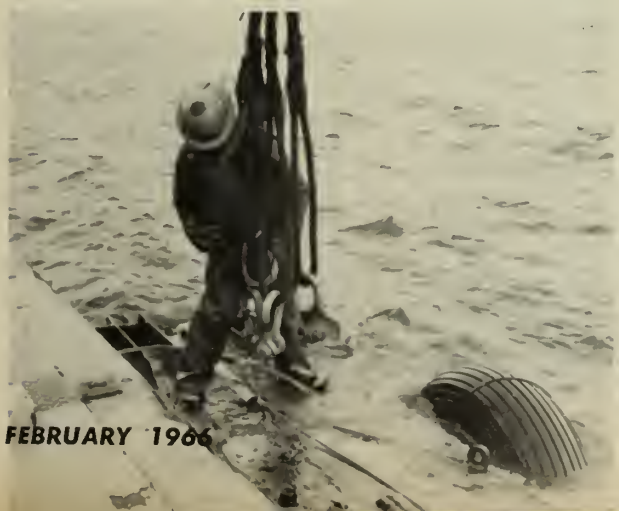
Actually, a deadload is nothing more than a wheeled cart whose weight can be adjusted to simulate any carrier-type aircraft. It is hooked to the carrier's catapult and shot off the bow.

All this, of course, is designed to eliminate the possibility of a misfiring while launching aircraft. Whether the catapults have just been installed in a new carrier or they have received a repair job, they must be tested and certified before they can be used to launch planes.

Aboard the attack carrier *uss Constellation* (CVA 64), for example, deadloads weighing from 14,000 to 86,000 pounds have been flying off the bow and landing more than 100 yards in front of the carrier. Each weight was tested at various pressures to check and double check every part of the launching system.

*Constellation* has just completed an eight-month overhaul at the Puget Sound Naval Shipyard in Bremerton, and has returned to her home port of San Diego.

*Clockwise*, from upper left: Steam engulfs deadload (1) as it begins catapult launch. Deadload goes into air from edge of flight deck (2 and 3), glides toward water (4) and hits with a splash (5). Shipyard rigger (6) hooks crane hoist onto deadload for lift to flight deck.





PLUGGIN' AWAY—Tank shop men go to plane to check integral tanks for leaks. Rt: Cargo door pump is repaired.

# Serving with the Air

**T**HE C130E HERCULES has earned a reputation for moving anything, anywhere, anytime. This is one of the credits it has chalked up among crew members of NATWING, who fly it throughout the Pacific area. They should know because, as Navymen who are a part of the MATS team, they are participating in the current upsurge of transportation of supplies, men of all the services and their dependents to the Far East.

The two Naval Air Transport Squadrons, VR-7 and VR-8, based at NAS Moffett Field, Calif., are sep-

arate units operating under one Wing Command—COMNAVTRANSWINGPAC.

VR-7 personnel fly the line from Moffett Field to New Delhi, India. They're the ones that are in the spotlight.

VR-8 personnel are responsible for the maintenance of the *Hercules*, a job that requires many hours of work—most of it on the ground.

This is the story of VR-8 and the job it does. Every Navyman and member of his family who has flown in a *Hercules* owe the squadron a vote of thanks.

**A**IRTRANSRON Eight (VR-8), as a single unit, could be compared to a large super-contained garage and service station. The squadron has custody of 23 airplanes, custody of most of the yellow support equipment seen in and about the hangar and flight line, materials and shops. It prepares the planes for flight, fuels them, checks them, repairs them, test flies them if necessary and then turns them over to its customers—VR-7 crew members. To do this job, the squadron has 1000 enlisted men and 28 officers, aided by a "do-it-yourself-kit" book of instructions.

This instruction book is AFM 66-1, the *Air Force Maintenance Management Manual*. It outlines in detail the instructions for operating a large organization which maintains complex and critical machines on a round-the-clock basis, seven days a week.

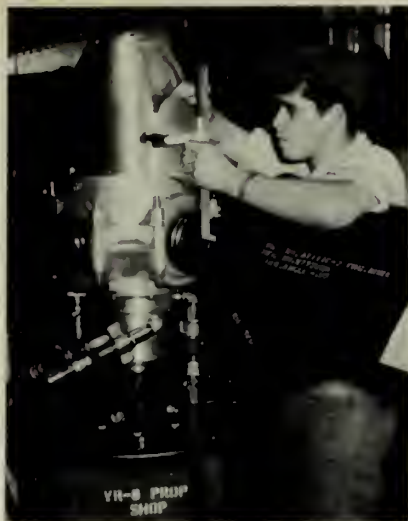
All MATS aircraft, whether flown by Air Force or Navy crews, carry the name of U. S. Air Force along their sides. This literally means that the 1000 Navy officers and enlisted men that comprise VR-8 are working with and for the Air Force.

At first, it would seem like a somewhat difficult situation for veteran Navymen to accept. "We're in the Navy, not the Air Force!" is the standard exclamation of new men checking into the squadron. But, when the Air Force's maintenance system is checked out, old and young salts are surprised to find that they are familiar with this system. It is,

BIG FLAT—Five-foot, 482-pound transport tire is changed by VR-8 crewman.







WORKMAN checks out propeller.



NEW PROPELLER is installed on a transport by VR-8 power plants division.

# Force

they discover, a system similar to that used by the Navy in World War II.

VR-8's present maintenance organization is a big one. The main divisions of this vast and complex system are: Maintenance Control, Flight Line Maintenance, Periodic Maintenance, Field Maintenance and Quality Control.

A *Hercules* coming in for routine maintenance work or a major overhaul is first logged in. A complete historical report is kept on all work performed on each plane from the time it is assigned to maintenance until it is accepted again by VR-7. This report is as thorough as one would expect to find in a hospital

that is charting a patient's medical history.

**T**HE WORKLOAD CONTROL section is primarily concerned with the planning, scheduling, coordinating and controlling center for all aircraft awaiting maintenance work.

Next comes Flight Line Maintenance. "Flight line" is responsible for the preflight, thruflight and post-flight inspections, servicing and unscheduled maintenance of aircraft. Close liaison and coordination maintained between the flight line function and maintenance control system is a contributing factor to the quality and efficiency of work accomplished by these men. Flight

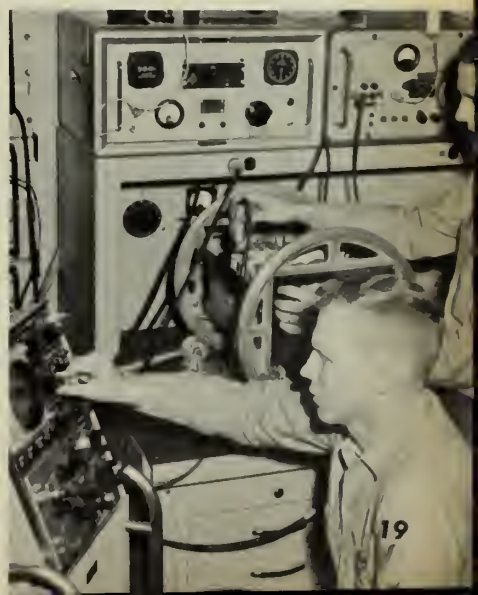
Line personnel are continually performing routine and preventive maintenance work on all planes parked on the ramp adjacent to Hangar Three.

One of the most important sections of this activity is commonly referred to as the inspection and maintenance dock area. This dock is assigned to provide a compact working area for personnel and equipment out on the flight line.

Under the heading of Field Maintenance, which provides skilled technical assistants, are the Power Plants and Air Frames divisions.

Avionics, which is made up of electrical and radio/radar crews, supplies and maintains all the elec-

TIGHT FIT is maneuvered by technician while repairing *Hercules* transceiver. Rt: Mileage computer is checked.





C-130E *HERCULES* transports, trademark of Naval Air Transport Wing, Pacific, have MATS and Air Force markings.

tronic gear issued to the Flight Line and Periodic departments. All the navigation gear, communications equipment, weather radar and spare parts come within the scope of their responsibility.

These technicians are thoroughly checked out on all electrical/electronic gear used in the *Hercules*.

A special Dispatch Service Desk also operates out of the Avionics shop. This desk acts as the central control agency for dispatching trouble-shooters to Flight Line and Periodic Maintenance to lend a help-

ing hand in case of a sudden large workload or some unforeseen problem which might possibly delay the delivery time of an aircraft.

Power Plants Division is primarily concerned with the depreservation and buildup of engines. Also located within this structure is the Prop Shop. Here the 13-foot, four-bladed propellers are inspected, repaired, overhauled and tested.

**A** FLYAWAY STAND is maintained where engines are kept in readiness for delivery to Hickam, Midway,

Tachi, or wherever else they may be needed along the Pacific MATS route. The stands, along with their connecting components, allow maintenance personnel to test the engine either at a dead stand-still or under actual conditions, just as if it were mounted in its rightful place on the wing of a *Hercules*.

Approximately 240 metalsmiths make up the Air Frames division. They are responsible for all metal work done on the C-130E. This includes the welding, sheet metal layout, manufacturing of parts, complete machine shop operations and aircraft painting. These men are as busy as the proverbial one-armed paperhanger—they can be seen in, about and all over the aircraft measuring, fitting and pounding nuts, bolts and huge sheets of metal in place.

The Tank and Tire Shop is also a segment of the Air Frames division. This unit is basically small in number but mighty important when one measures the scope of its job—plugging leaks. Keeping leaks at a minimum is a big job because of the integral tanks on the *Hercules*. The shop also tears down and builds up all tires and wheels, and disassembles, repairs and tests all brake assemblies for the squadron.

Also a part of this division is the Survival Shop, which handles all survival equipment—parachutes, life rafts, life vests and oxygen and CO<sub>2</sub> systems.

This is, in part, an outline of the work and responsibility of VR-8. As you can see, even though we have just hit the high spots, VR-8 has a lot to do.

—L. E. Heck, JO1, USN

### Wave with the Air Force, Too

"When I joined the Navy, I didn't dream I'd be joining the Air Force, too."

Although that isn't exactly the case, this observation by Christine Miller, YNSN, does have an element

of truth. Christine is the only Wave in the Military Air Transport Service, the Air Force command.

This situation is the result of her assignment to the staff of Naval Air Transport Wing, Pacific, at Moffett Field, Calif. The command is MATS' only West Coast-based Navy wing, and the largest Navy organization in MATS. Christine is secretary to a Navy captain.

She finds her job challenging. "It gives me an opportunity to learn about the Navy. And the Air Force, too."

Christine hopes to get to Hawaii and Japan while she's with the command.

How long she continues to be MATS' only Wave depends on the Navy Department. Although she expects to be assigned to NATWP for her entire enlistment, other Waves could be ordered to the Pacific or Atlantic Navy MATS Wings.







## Sailor Decorated by Vietnam

**I**N A HOT DUSTY COURTYARD at the headquarters of the provincial capital town of Hoc Mon, near Saigon, a Vietnamese Army honor guard stood rigidly at attention as Captain Nouyen Van An, Provincial Chief, presented the Republic of Vietnam's "Medal of Honor" to a U. S. Navyman.

The sailor, Dental Technician Third Class Thomas L. Brown, USN, serving with Headquarters Support Activity, Sa'gon, Dental Facility, received the award for "unselfish devotion to bring better health and understanding to the Vietnamese people."

During his off-duty hours Brown is a volunteer member of the dental facility's team which gives its services to help the Vietnamese people improve their dental health.

"This is just my way of helping the Vietnamese government care for its people and to gain their support in the fight against communism," the Navy dental technician declared.

It is not an easy task, working with the meager facilities in large villages like Hoc Mon, but the job becomes even more demanding in the hamlets and outposts where there are no facilities at all. In these areas the dental team must work in the streets and market places, occasionally moving their location to accommodate the large throngs of people that gather.

One of the major problems confronting the dental team is to convince the often suspicious people that the Navymen are there to help them and not to harm them. While the dentist demonstrates the treatment of teeth an interpreter explains the procedure and assures the people that there is no (or little) pain involved in their treatment.

The Viet Cong present still another constant threat to the Navy dental teams that journey to the outlying hamlets. American service personnel are always good targets for the enemy—hence, caution must be taken in choosing routes to and from their destination. In addition, an armed guard is provided by the Republic of Vietnam's Army.

Thomas Brown's story is not a unique one with the Headquarters Support Activity, Saigon, Dental Facility. There are many more Navy-men like him who feel an obligation to give the Vietnamese people not only freedom, but better health and an understanding of a free society as well.

Top: Vietnamese Army honor guard salutes Thomas L. Brown, DT3, USN, during award ceremony. Top Right: Vietnamese Medal of Honor, Second Class, is pinned on Navy dental technician. Right: Brown works with Navy dentist in Hoc Mon. Bottom Right: Vietnamese mother holds apprehensive child waiting for dental check. Bottom: Native lad gives his country's traditional gesture of thanks after receiving dental treatment.

—G. David Whittaker, JO3, USN







LOOKING IN—Aquanaut checks port.

# Home Is

**F**OR YEARS, small boys have been reading comics describing life in space and under the seas, firmly believing that the wonders pictured there will someday become commonplace events.

Whether or not the Navy's Commander Scott Carpenter had his imagination stirred by such science-fiction is not a matter of our record. It is well known, however, that during the past August, September and October, 28 men comprising three teams descended into the Pacific Ocean to live and work in the Navy's Sealab II for a total of 45 days and that the leader of the first and second teams was CDR Scott Carpenter.

The expedition earned for the already famous astronaut commander the additional title of aquanaut and made him the first man to orbit the earth and to live for a month in the depths of the ocean.

The astronaut-aquanaut found little in either outer space or under the sea which might have reminded him of scenes pictured in any paperbacked thrillers he may have read in his early youth. His three orbits of the earth—so spectacular when he made them—have, as the children's books predicted, become almost commonplace, but his residence and that of his fellow aquanauts under the sea is a different matter.

SPECIAL DELIVERY—Navy diver John Reaves of Sealab II gives Tuffy a reward for delivering a tool. Below: Sealab II stands ready for service under the sea.







AT HOME—Chief Steelworker Howard Buckner enters Sealab II which will be his home under the sea for 14 days.

# Where the Fish Are

**A**LTHOUGH MAN has used the oceans since he first learned there were such things, he has never been able to learn, until comparatively recently, what went on beneath the surface. The reason was simple—he had no way of staying down there for any length of time and remaining alive in the process.

In comparatively recent years, however, there has been a continuing interest in the subject of remaining under the ocean's surface for long periods of time. However, a dive of two hundred feet lasting less than 15 minutes requires more than one hour of decompression.

Even today, the best dive that can be made under normal U.S. naval operational conditions is 380 feet. At this depth, a diver remaining under the surface for only 30 minutes must take several hours for decompression.

This is hardly practical from a Navy standpoint. Its impracticality was made clear as early as 1939 when *uss Squalus* (SS192) sank in 240 feet of water with the life of every Navyman on board at stake.

The rescue and salvage job that brought *Squalus* and 33 survivors to the surface required 640 dives with an average working time at the submarine's depth of only 10 minutes for each dive.

In 1957, a Navy surgeon, Captain George Bond who, incidentally, was

the principal investigator for the Sealab II project, came up with a new idea: During a prolonged exposure at a specific depth, a diver's tissues become completely saturated with breathing gases within about 24 hours. After this saturation occurs, the time required for decompression remains the same regardless of the length of time the diver remains submerged. Such a dive was, quite naturally, called a saturation dive.

Logically then, if a diver were to live in the depths in which he

worked without returning to the surface until the job was done, he could conceivably remain submerged indefinitely, thereby enabling him to do work in a matter of hours which would otherwise be done in days of short duration dives and hours of decompression.

**T**HE IDEA DEVELOPED by the United States Navy surgeon was pioneered in open sea by a Frenchman, Captain Jacques-Yves Cousteau, who conducted several life-in-the-sea

## They Hung Their Flippers in Sealab II

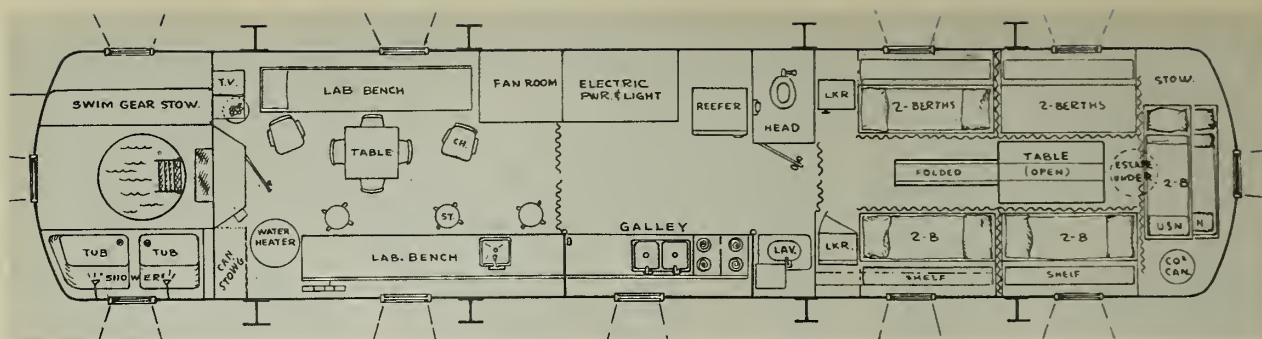
Here is a roster of the aquanauts who occupied the Sealab. It is divided into the three teams who lived in the lab from 28 August to 10 October.

First team of aquanauts (28 Aug to 12 Sep): M. Scott Carpenter, CDR, usn, team leader; Robert Eric Sonnenburg, LT (MC), usn, medical officer; Berry L. Cannon, diver; Thomas A. Clark, diver; William L. Coffman, TM1, usn, diver; Wilbur H. Eaton, GM1, usn, diver; Frederick J. Jöhler, ENCS, usn, diver; Earl Murray, diver; J. D. Skidmore, PHC, usn, diver; Cyril Tuekfield, ENC, usn, diver.

Second team of aquanauts (12 Sep to 26 Sep): M. Scott Carpenter, CDR, usn, team leader;

Glen Iley, HMC, usn, diver; Robert Barth, QMC, usn, diver; Howard Buckner, SWC, usn, diver; Kenneth J. Conda, TM1, usn, diver; George Dowling, diver; Arthur O. Fleehsig, diver; Wallace Jenkins, diver; John Reaves, PH1, diver; William H. Tolbert, diver-oceanographer.

Third team of aquanauts (26 Sep to 10 Oct): Robert A. Sheats, TMC, usn, diver, team leader; Robert E. Sonnenburg, LT (MC), usn, medical officer; William Burton, diver-photographer; Richard Grigg, diver; Charles Cogshall, GMC, usn, diver; John J. Lyons, EN1, diver; William Meeks, BM1, usn, diver; Lavern R. Meisky, SFC, usn, diver; John M. Wells, diver; Paul A. Wells, MNC, usn, diver.



Sealab II Interior Arrangement Looking Down

experiments in the Mediterranean during 1962 and 1963. These were followed by other experiments by Captain Bond.

It was the result of Bond's work which led to the Navy's Sealab I experiment conducted in the summer of 1964 off the coast of Bermuda, where four men lived and worked on the bottom of the ocean 193 feet below the surface for 11 days, without ill effects. After these first successes, the man-in-the-sea program, if you'll pardon the expression, really got its feet wet.

The Navy's immediate goal in the program, was to devise ways for men to perform salvage and rescue operations at depths up to 600 feet. After that, it plans to push on to depths of 1000 or more feet which scientists believe may be possible.

A major step toward this goal was Sealab II which began in late August off the coast of La Jolla, Calif. Twenty-eight men, both Navy and civilian, lived 205 feet below the ocean's surface for two-week periods. CDR Carpenter, who led both the

first and second teams, remained underwater for 30 days. Lieutenant Robert Sonnenberg, MC, USN, also lived in the high pressure atmosphere for 30 days. He was a member of teams 1 & 3.

Sealab II differed from the Sealab I experiment off Bermuda in that the water off La Jolla was more turbid and cold than the water off Bermuda. The number and complexity of the tasks performed by the aquanauts were greater and, of course, the depth was deeper and the time longer.

**A**S YOU CAN well imagine, putting men in the sea involved much more than building a place for them to live, equipping it with the comforts of home and pumping air into it from the surface.

Even such a commonplace item as air for breathing, for example, becomes a complicated matter.

On land, of course, we depend largely upon oxygen to sustain our lives but oxygen in its pure form was not practical at Sealab's depth.

Pure oxygen breathed under deep-sea pressure causes convulsions and even death.

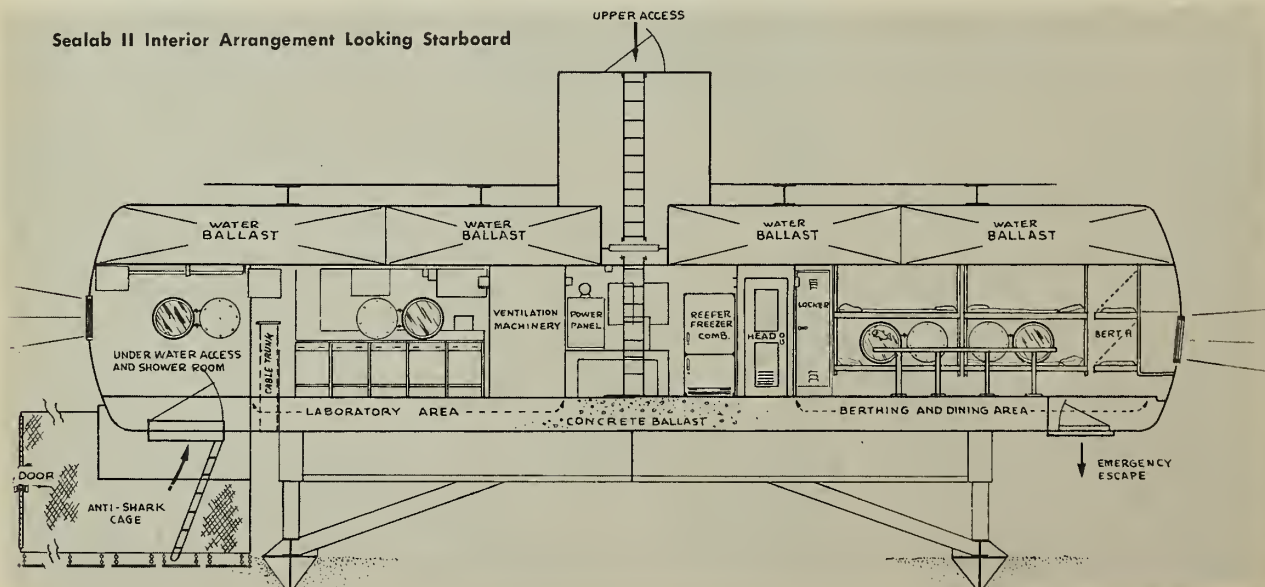
Another underwater peril found in the everyday atmosphere we breathe is the narcotic effect of inert gases breathed under pressure. Nitrogen, for instance, causes the intoxicating condition known to skindivers as *rapture of the deep*.

For Sealab II, the aquanauts used helium as a major component of their breathing gas mixture. It was considered to be about one-seventh as narcotic as nitrogen.

Although less narcotic, there are disadvantages in the use of helium. Helium distorts the voice to a point at which a man sounds like Donald Duck. Helium also conducts heat from the body so rapidly that it is more difficult for anyone living in such an atmosphere to maintain proper body temperature.

**W**HEN THE AQUANAUTS entered the Sealab, neither they nor anyone else knew whether a mixture of helium and oxygen would become

Sealab II Interior Arrangement Looking Starboard







**INSIDE—Aquanaut checks gear. Rf: Team commander CDR Scott Carpenter, USN, (NASA) talks with Sealab doctor.**

narcotic after a long-term submergence for 'nobody had lived under such conditions for more than two weeks.

One idea, straight from the pages of science-fiction, is under study—that of breathing fluid which had been enriched with oxygen. Experiments of this kind, using a special water solution saturated with oxygen, have been successfully conducted using mice and dogs. Such a drastic departure for men, however, is not considered practical at this time.

One of the dangers to aquanauts in a saturation dive lies in decompression sickness. The sickness can hit any diver regardless of whether he is ascending or has already reached the surface. This condition is commonly called the bends. It can cause excruciating pain, nausea, dizziness, tingling numbness and/or paralysis. It sometimes is fatal.

When man learns all there is to know about living under water, decompression sickness will probably not exist. Before that day, however, he must learn how gas permeates or saturates a living tissue, through trial and error and by indirect means.

For human denizens of the deep, there is also the danger of carbon dioxide being retained in their lungs and tissues as a result of poor mixing of gases in the lungs.

**W**ITH SUCH DANGERS and others with which to cope, the Sealab, as it is plain to see, had to be a somewhat unusual place in which to live and it was. In shape, it was not unlike a submarine—cylindrical, 12 feet in diameter and 57 feet long. Since the pressure within the lab was comparable to the pressure of the sea outside (100 pounds per square

inch) there was no danger from the weight of the water around it.

The aquanauts can reach the Lab by means of a personnel transport capsule (PTC) which might be called an aquatic elevator. However, the major advantage of the PTC was its ability to return the aquanauts to the surface quickly, so they could be decompressed in a deck decompression chamber (DDC) aboard the surface support ship.

The aquanauts entered the Sealab through an anti-shark cage and access hatch on the underside.

Once inside the anti-shark cage, the aquanauts ascended into a small entry area where they removed their diving gear. They then could warm

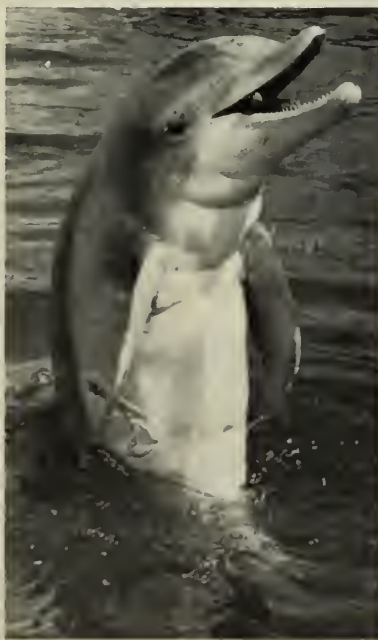
up after their swim in the cold ocean by taking a hot fresh water shower.

The living compartment itself was divided into a laboratory, galley and bunkroom. There were 11 viewing ports for watching the underwater scenery.

The Lab's deck was made of solid concrete with radiant heating cables imbedded in it to maintain an inside temperature of around 88 degrees.

**W**HILE THE AQUANAUTS were living inside the Lab, they were expected to make a number of tests both inside and outside their shelter. Their strength was measured when exerting pressure against a tool handle, and so was their ability to

### ***Tuffy — A Diving Man's Best Friend***



**Tuffy, Sealab II Messenger**

The Sealab II project employed its share of the technological wonders of the 20th century, but one of its experiments concerned Tuffy, a bottle-nose porpoise who would have been as familiar to the ancient mariner as he was to the inhabitants of the Navy's underwater house.

Instead of carrying a warming flask of brandy to aquanauts lost in the Pacific, Tuffy was trained to carry a lifeline to undersea travelers who lost their way in the murky depths.

Each of the aquanauts had an acoustic signaling device strapped to his wrist which, when turned on, would contact Tuffy's sensitive sonar system and send him rocketing with his lifeline toward the lost diver.

Tuffy also acted as the Sealab mailman, carrying bags of letters from the surface base to the aquanauts below.



WORKING—Aquanaut pumps foam into plane during salvage experiment. Rt: Anchor line is attached to way station.

manipulate, coordinate and touch. These, and other experiments, were designed to test the aquanauts' ability to see, hear, feel and work in their undersea environment.

But research on the ocean's floor was not confined to the aquanauts' ability to perform. Ocean currents and temperatures were also studied. Marine life from the largest fish to the smallest organism crawling upon or burrowing into the ocean floor was observed.

A plankton net was spread over a submarine canyon near the Lab to observe the migration of plankton from the canyon's depths during different hours of the day and night.

The tasks performed by the aquanauts and their observations of the ocean and its native life will have a far-reaching effect on man's development in the deep ocean.

It was, for example, a giant step

forward in research which may reveal new sources of food as well as petroleum, minerals, antibiotics and even fresh water.

**I**T IS ALSO quite possible that subsequent research on the ocean's floor will uncover other riches now undreamed of.

The feasibility of men working over long periods of time at such depths was firmly established by Sealab II. Every day, the aquanauts donned their wet suits (some of which were heated experimental models) and went out to explore depths down to 300 feet.

Much was learned concerning the reaction of the human body to the deep ocean by means of a biotelemetry system similar to that used in monitoring the condition of astronauts but with a character of its own to accommodate the dense medium

in which it had to operate.

Experiments using polyurethane foam to float various objects (including a submerged fighter plane fuselage) were informative as were data collected on the ability of the aquanauts to perform their various tasks.

After Sealab II had ended, it was difficult to believe that only two years ago, the feasibility of such an experiment was hotly debated.

Because Sealab II was such a success, Aquanaut Carpenter looked forward to the day when an underwater home would be built for a family residence.

Captain Bond, the project's chief medical investigator, whose theory of the saturation dive started the whole experiment, breathed a sigh of relief and said, "We sent 28 men down and got 28 men back. For that alone I utter a prayer of thankfulness."

—Robert Neil

### *Hours Are Good, Work Interesting, But the Climate Is All Wet*

While the aquanauts were living in their Sealab, they also were expected to perform a number of tests so that an over-all estimate of man's capabilities at that depth of the ocean could be made.

During his two-week sojourn, each man was expected to perform these tests:

- **Strength**—This measured the amount of force a diver could exert against a tool handle. It was performed outside the Sealab (as were most of the other tests) using several different body positions and hand grip combinations.

- **Manipulation**—This consisted of assembling three lengths of rods into a triangle fastened at the corners by nuts, bolts and washers. The triangle could be assembled in only one way, so the test involved

trial and error before completion.

- **Two-hand coordination**—This consisted of moving a stylus within a track cut in a template by means of two hand wheels.

- **Touch**—This measured fingertip sensitivity in cold water by requiring the subject to move one of his fingers down a V-shaped groove and record the point at which the aquanaut felt both sides of the V.

- **Group assembly**—Four divers assembled a three-dimensional structure made of pipes and joints.

- **Multiplication**—This involved multiplying a series of two-digit numbers by one-digit numbers. This test was performed inside the Sealab.

The aquanauts also underwent a number of tests designed to measure underwater visibility.

- **Underwater light visibility study**—Determined the distance at which a standard underwater light source could be seen at different times during the day and night.

- **Color/form visibility**—Measured color and form visibility underwater.

Special optical instruments were used to measure underwater light transmission. These measurements were particularly valuable because they were made at the same time the human visual measurements were made.

While they were in the Sealab, the aquanauts' actions were monitored by television cameras. This observation provided useful information which will prove valuable in the selection and training of future aquanauts.





OUT IN 16 SECONDS—Photo sequence shows first rescue copter and men moving in on a 200-gallon avgas fire.

## Fire-fighting Copter

**T**HE USE OF A HELICOPTER as a complete rescue vehicle was recently demonstrated when a UH-2B *Seasprite* approached a fiercely burning wreckage in a simulated crash-fire, and completely extinguished the fire in 16 seconds. A dummy pilot was rescued seven seconds after the 'copter arrived at the crash scene.

This major break-through in fire fighting was made possible by using the extinguishing agent called "light water" and it culminated a 15-year search to perfect the helicopter as a complete crash-fire rescue vehicle. The new fire fighter was developed by a team of scientists at the Naval Research Laboratory under the sponsorship of the Bureau of Naval Weapons.

In the past, helicopters have been used to assist rescue teams by transporting the team and a heavy, externally carried protein foam or dry chemical unit to the crash scene. Rotor wash was also used to help retard the flames.

With regular protein foam, the rotor wash blows the foam off the extinguished fuel, allowing back-flash or reignition. This is not the case with "light water." Amazingly this water soluble proves six to 12 times more powerful in putting out fuel fires than any other known agent with the reassuring fact that, once extinguished, the fuel will not reignite.

By fitting the copter with a foam nozzle at the end of a retractable eight-foot boom, the pilot can maneuver to open up a rescue path to the plane in a matter of seconds. The approach to the wreck is made downwind at a height of approximately 20 feet. The rotor wash contributes by suppressing the fire and pushing the flames and smoke away. Also, the "light water" is forced directly down on the fire by the rotor wash of the helicopter.

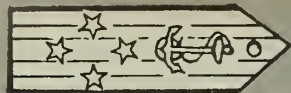
Rescue men lowered on a quick-descent device followed the 'copter as the pilot opened a path to the fuselage. Although they wore protective clothing, extinguish-



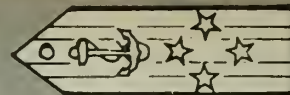
ment was so complete that ordinary clothing could be used.

With little relative cost, a helicopter adapted with this gear would enable airfields, both military and commercial, to have the advantage of this new fire fighting and rescue vehicle.





## FOUR STAR FORUM



### Suppose You Were CNO for Sixty Minutes



#### Enlisted Evaluation

The present system of enlisted evaluation not only produces inequities, but is responsible for an unnecessary and harmful semiannual writing contest throughout the Navy. It is unfair to Navy enlisted personnel. Consider these factors:

- The division officer skilled in writing will produce better evaluation comments than the officer who is not so adept.

- Comments in item eight of NavPers 792 must be made to justify a 4.0 mark. I wonder how many 4.0 sailors have been marked 3.8 because the division officer or leading chief would not take the time or trouble to think of justifying words or phrases for item eight.

- There are a few commands who conscientiously mark the average good sailors in the middle block, thus giving them a 3.2 or 3.0. The men of these commands are penalized in computation of their advancement in rating multiple and looked upon with some suspicion when transferred to a command with a more liberal marking policy. On the other hand, when men are transferred from a liberal to a tightfisted command, they find their marks lowered for no apparent reason. A far-reaching effect is the adverse impact on selection boards for E-8/E-9 and officer programs.

I suggest the following steps be taken:

- Use a special form for personnel being considered for E-8/E-9 and officer programs.

- Eliminate the evaluation sheet as a factor for advancement in rating. There is no fair and practical way to relate the two.

- Do away with numerical scores. Too many marks are assigned with the numerical equivalents in mind rather than the actual performance description.

- Retain the present trait items, but expand them to include a wider range of characteristics, somewhat similar to the officers' fitness report. Each trait would be graded by a simple Outstanding, Excellent, Good, Satisfactory or Unsatisfactory.

- Do not use narrative comments except for unsatisfactory marks or unusual traits not earlier covered.

- Indicate on each man's form the total number of people in the same pay grade being marked by the command. For each trait, indicate the number of people of the same pay grade given each mark within the trait. This would give a truer comparison of an individual with his contemporaries and negate the false picture created by different command policies.

- Everyone would be required to

sign their evaluation sheets after the marks have been assigned. This would ensure that all hands were aware of where they stand in their evaluation.

W. E. Boley, LT, USN  
Winter Harbor, Maine

#### Chain of Command—Up and Down

I refer to the following statement by a junior officer in a recent FOUR-STAR FORUM: "I act as division officer and immediate supervisor to approximately 60 enlisted men, E-2 through E-9."

If this is true, the lieutenant and others of his kind are what's wrong with the Navy.

This officer has the job of immedi-



ate supervisor of the E-9s. Their job is to supervise the others. Recognition of this fact by many junior officers throughout the Navy would considerably decrease CNO's retention problem.

W. E. Cooper, PHC, USN  
Groton, Conn.

#### The Walking Navyman

I wish to suggest the return to the black shoe Navy for officers and chief petty officers.

At present, a minimum of seven pairs of shoes is required—two black, two brown and one white for inspections, liberty and everyday wear, plus a pair each of brown and black for "steamers."

I suggest that the brown and white shoes be eliminated and black shoes be worn with blues, khakis



and whites. This would be a financial help as well as a space-saver (important on board the smaller ships). In my opinion, black shoes with khakis look as well as brown, and black shoes with the white uniform make a pleasant contrast.

**Harry B. Minium, RMCS, USN  
Norfolk, Va.**

#### Civilians as Mess Cooks

Much has been said about the expense and time involved in training new men for the Navy. Much also has been written concerning the war on poverty and the difficulty of employing the untrained high school dropout. It occurred to me that there might be a connection.

One of the biggest drags on morale and on the training for new Fleet men is the tours of mess cooking and compartment cleaning that we are forced to give these new men just as



we have them all primed for on-the-job training and preparation for advancement. Most of the interest that we have generated is lost after a normal three-month tour on one of these details.

These non-military type jobs could easily be handled by untrained and unemployed civilians at shore stations. This would free our young trainees for the on-the-job training they should be getting ashore for the bigger job at sea.

**H. W. Pinkerton, AVCM, USN  
NAS Cecil Field, Fla.**

#### Reserve Ships for Training

There are many ships in the Reserve Fleet that are serving no useful purpose except as a standby in case of national emergency.

I wonder if anyone has ever

thought of having several of them tied up at training centers to be used in training men in various practical applications of their rate. The only cost would be that of de-mothballing them and transporting them to the training centers. If these ships result in more efficient training, as I'm sure they would, the expense would be more than justified.

**Charles L. Stephenson, RDC, USN  
Great Lakes, Ill.**

#### On-the-Job Higher Education

The senior petty officers, E-6 through E-9, are skilled enough in their ratings, but through lack of education before entering the Navy have had to devote most of their time to professional and military duties. They may want a higher education but often don't know how or where to get it.

I believe commanding officers should require, on a collateral duty basis, their officers to schedule and conduct educational training sessions in such subjects as mathematics, English, physics and history, as the mission of the command permits. Many petty officers who need that little bit of further education will go on up the ladder.

**Carl D. Jay, SK1, USN  
USS Tecumseh (SSBN 628) (Blue)**

#### Unused Leave

An officer remaining on active duty cannot be compensated for earned, but unused, leave. It is doubtful that many officers ever take

their 30 days of earned leave each year, particularly on sea duty where one officer's leave tends to work a hardship on the rest of the ward-room.

Thus, many officers carry 60 days' leave in their records and surrender excess leave every year. They are penalized because of their dedication to duty and consideration for others.

Not long ago, the Secretary of the Navy indicated his desire that officers take at least 15 days of leave a year. To effect this policy, it is recommended that:

- Officers be allowed compensation for unused leave in excess of the 15-day recommended minimum.
- This payment be made at the conclusion of each two years of service since at this time a recomputation of pay must be made for longevity. This would ease the burden on disbursing activities.

Since enlisted personnel on six-year enlistments who take only 15 days of leave each year similarly are penalized by losing 30 days of leave for which they cannot be compensated, it is further recommended that they be permitted to turn in leave in excess of 15 days a year also at two-year intervals. They would retain their present option of surrendering up to 60 days of unused leave at time of reenlistment.

**C. R. F.**

#### Fleet-Wide Tests and Distribution

Fleet-wide examinations are not



sufficient to prove a man's worth in his rate. All too often men taking exams either cram up, or just simply aren't skilled in taking tests. That's one reason why we have too many first and second class petty officers with 16 and 17 years in the Navy. Other branches of the service have specialty ratings in which a man is promoted meritoriously, and with the ever-increasing number of men entering the Navy, I don't see why CNO could not adopt a policy to advance men who are not well equipped to take exams, but who, by virtue of their leadership qualities and proficiency in rate, are qualified for advancement.

My second comment concerns distribution of enlisted personnel. A young man who enlists in the Navy has reason to assume that he is going aboard a naval vessel when, in reality, he may very well end up in a Seabee unit or with the FMF. Granted, a YN, PN, CS or an ET may definitely be needed in support of the Seabees, but there should be Seabee rates such as CBCS, CBYN or CBET within the Group Eight ratings. This situation also applies to

HMs assigned to duty with the Fleet Marine Force.

Don't get me wrong. There's nothing wrong with either of these outfits but these billets should either be on a voluntary basis or initial placement from boot camp. The group ratings other than Group Eight have no business being assigned such duty when Seabees and Marines operate on a completely different basis from that of the Fleet Navy.

William F. Cote, ETN3, USN  
Danang, Vietnam

## Sea Duty for Dropouts

If I were CNO, I'd do something about the rate of dropouts from some of the Navy's critical rate schools. I believe that sending all SAs from boot camp directly to sea instead of school for six to eight months before sea duty would lower the rate.

Since there's always a need for men to work on the deck force, I believe sending the new "sailors" to sea for this time would have a beneficial effect on their school effort, if they knew that dropping out of school would result in going back to sea as an SA or SN.

I think sending them to sea first would let them know what sea duty is about and also indoctrinate them in Navy policy and routine.

E. H. Richardson, PN3, USN  
Pensacola, Fla.

## Surveys and Suggestion Boxes

If I were CNO, I'd completely revise the current method of making Navy-wide surveys on such matters as retention and uniforms.

Instead of questioning a few thousand men and then making a decision, I would instruct the commanding officer of every ship and station to conduct an informal survey of each command.

The CO could then take steps to correct many of the local problems, such as liberty policy and living conditions, and then forward the large scale problems to Washington for consideration.

Possibly another solution for local level problems would be something along the line of suggestion boxes—if someone would pay attention to the suggestions.

In other words, it would help if someone would pay attention to the enlisted man and give him a chance to speak up. The FOUR-STAR FORUM is a big step in the right direction, but let's get the other foot out of the mud and keep walking.

J. A. Nowell, JO2, USN  
USS Bennington (CVS 20)

## You Take the Con

*Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.*

*Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.*

*What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?*

*With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

*The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)*

*This is a golden opportunity to provide a forum for your ideas.*

*The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.*

*Here is another installment. Keep your ideas coming.*

## Penalties and Rewards in Exams

If a man passes the advancement examination and is not advanced due to quota limitations, add five points to his multiple for the next exam. If he fails the exam, subtract five points from his next multiple.

In this way, a man who really tries to advance in rate is given some credit for his efforts—he is permitted to take one more step toward his next rate. Conversely, one who does nothing but rely on his time in grade and time in service to be advanced is penalized for his lack of initiative.

Kenneth R. Hisle, CT1, USN  
Rochester, N. Y.

## More News for Recruiters

I wish to propose that Home Town News releases be sent direct to the recruiting station nearest the man's home town instead of the Fleet Home Town News Center. There are good reasons for such a suggestion:



- The articles will be received earlier and will still be news.

- The recruiter (if he's worth his salt) will be able to place the article for maximum coverage in newspapers, radio, TV, and local business papers.

- More of the stories will actually be published because of the personal contact between the recruiter and the news media.

- Recruiters can and do get a lot of mileage out of material which is not up to the standards set by FHTNC. In this connection, photographs especially are often not readily produced on board small ships, but the recruiter can get them from the family.

- A saving of men, material and money could be realized by disestablishing FHTNC.

All that would be needed to make this suggestion work would be the distribution to all commands of a large scale U. S. map with the recruiting stations, including substations, located and areas delineated, along with the mailing addresses.

As a recruiter, I would have welcomed such material, particularly from the Fleet, as it was always a struggle to find newsworthy items concerning local men. It was my impression that releases from FHTNC were usually published once a week by most newspapers under a general heading such as "News from the Services," and were mixed with releases from all branches of the armed forces.

This impersonal treatment killed most of the impact of an otherwise good news story.

**M. A. Harrell, LCDR, USN  
CO, USS Petrel (ASR 14)**

#### **Turn to the Tried and True**

If I were CNO for 60 minutes I would try (but probably fail) to initiate these changes:

Eliminate the word "technician" from all ratings. No matter what we do, we are all sailors.

Eliminate the ratings of E-8 and E-9. A chief is still a chief, no matter whether he's an E-7, E-8 or E-9.

Eliminate the so-called propay. It hasn't worked because we are sailors because we want to be, not because of propay.

Reestablish right- and left-arm ratings on the uniform.

Insist upon "Rank Having Its Privileges." They've earned it.

Turn the Ship's Store over to sailors, to be manned by sailors, run by sailors, for sailors. Insist on Navy haircuts.

Restore the flat hat to its rightful place as part of the winter uniform.

Put the name of the man's ship on the ribbon of his flat hat and get rid of that silly ribbon on his shoulder.

Restore the jumper to what it was: Instead of the sewn hem at the bottom as it now is, make the jumper much longer and insert draw string to be tied in a manner so that when the jumper is tied and folded, the top three buttons (no zipper) of the trousers would be covered. Restore cuffs. Eliminate the diagonal seaman stripes as now displayed on the



jumper. Return to the one, two or three stripes on the cuff of the jumper. Restore the watch mark; make it a badge of honor. Put specialty marks including striker badges, halfway between the wrist and elbow; restore the marks of pointers, rangefinder operators and gun captains. Make a dress white jumper as it used to be, with blue collar and cuffs.

Everyone who writes about the Navy tells about the sailor and his mythical bell-bottom trousers. Give back the Navyman his bell-bottom trousers.

I think these changes would help solve the Navy's problem of morale.

**K. P., (Senior Chief), USN**

#### **Two Subjects:**

##### **Advancement, Indebtedness**

Although many steps have been taken to promote more rapid advancement in rate there still appear to be too many people on the quota list. This is understandable.

However, I believe that once a man has passed the service-wide

exam, he should be put on a waiting list and be advanced as the rate becomes available. Why should a man have to prove himself time and time again? It is even possible for a man to pass the exam one time and fail the next. At least, by putting him on the waiting list he feels assured that the rate will come and he can prepare for advancement to the next higher grade.

The question of indebtedness causes a great deal of embarrassment for the individual sailor and for the Navy. The individual sailor is responsible for his debts, and this is quite understandable.

However, we should bear in mind that too many of the younger sailors have had little or no training in the handling of money or the problems

connected with finance. To help alleviate this problem, I feel sure that if a good, firmly adhered-to program were established to guide these men on the use and handling of money, the question of indebtedness could be considerably reduced.

As a general policy I don't believe that a non-rated man should contract any debts, but I don't know how such a policy could be enforced. Good career counseling would help.

**Earl H. Aldridge, YN1, USN  
USS Amphion (AR 13)**

#### **West Coast Fitness Report Office**

I would establish a Fitness Report Review Office at some convenient location on the West Coast. This office would permit officers who either are never, or seldom, in the Washington area to review their past fitness reports.

With the present day use of microfilm techniques, such an office would require a minimum staff and a comparatively small amount of space.

**R. H. Kerr, LT, USN  
San Diego, Calif.**

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



NO TRADING STAMPS?—Pier at San Francisco Naval Shipyard takes on service station atmosphere as *Mattaponi* (AO 41) refuels *Cowell* (DD 547).

## Match Maker II

Ships from four NATO nations began operations under NATO's flag last month for an extended period. The exercise, known as Match Maker II, was scheduled by the Supreme Allied Commander, Atlantic. It is being conducted by the Commander in Chief Eastern Atlantic, from his headquarters in Northwood, England.

The first Match Maker squadron operated for five months in an exercise held early last year. Canada, the Netherlands, the United Kingdom and the United States participated. These same countries have assigned ships for Match Maker II.

Participating in Match Maker II will be the radar picket ship, *HMS Agincourt* and the destroyer escorts,

*HMCS Annapolis*, *HNLMS Drenthe*, *USS Garcia* (DE 1040), *HMCS Restigouche* and *HMCS Skeena*.

Match Maker II is basically designed as an antisubmarine warfare exercise, but will include gunnery, communications, fueling and other operations. Many of these maneuvers will be carried out while the Match Maker ships are integrated into previously scheduled exercises under NATO and the U. S. Atlantic Command.

As with Match Maker I, this second international squadron will visit ports of many NATO countries. During these stops, the efficiency of supply and logistics under standardized NATO procedures will be evaluated, and the crews will have the opportunity for recreation visits.

## BUILDERS OF THE NAVY



Stephen B. Luce organized the Navy's apprentice training system shortly after the Civil War while in command of the Naval Academy Practice Squadron. The purpose of the system was to train youths for the Fleet as seamen and petty officers. Luce also maintained that wartime always found the Navy with a shortage of good admirals and became a leader in establishing the Naval War College at Newport to train senior officers in the art of war. Throughout his career, Rear Admiral Luce insisted that the Navy should be an educational institution for all, with advancement going to trained men.

## ASW Fact Sheet

THE ANTISUBMARINE WARFARE Program Office has been in existence since May 1964. Recently a fact sheet was released which serves as a progress report of interest to men in the Fleet.

Here are some for-instances of projects which have been initiated or furthered, under the Director of ASW Programs:

- **MK 46 Torpedo**—the Mark 46 lightweight, self-guided torpedo is capable of greater speeds and depths than its predecessors. Large scale delivery of the Mark 46 to the Fleet was scheduled to begin in November.

- **MK 48 Torpedo**—The Mark 48, still under development, is an advance design torpedo for use against both high and low speed targets. It will travel faster, dive deeper and has longer range than its predecessors.

- **Asroc/Subroc**—*Asroc* and *Subroc* are antisubmarine rocket-torpedo combinations. *Asroc*, a surface-to-subsurface rocket-torpedo is the primary and most modern ASW weapon for surface ships. It is now operational in more than 130 ships and will be on board 20 additional ships by June of next year.

*Subroc*, for use in engagements between submarines, is launched underwater, has an airborne mid-flight stage, and reenters the water for its final phase.

*Subroc* is designed to operate at ranges greater than any other ASW weapon except aircraft. Technical and operational evaluation of *Subroc* has been completed and Fleet production is underway.

- **SQS-26/BQQ-2** — The *SQS-26* sonar, which represents a positive advance in detection capability for surface ASW ships, is now being installed in all new construction escorts. A sonar with similar capabilities, the *BQQ-2*, is being installed in all new construction submarines.

- **ANEW**—The development of an integrated avionics tactical display and control system, designated *ANEW*, promises increased effectiveness for ASW aircraft. *ANEW* features a digital computer to coordinate inputs from all sensing equipment



and the presentation of an integrated display and control system for the airborne tactical coordination officer. Initial testing of the ANEW concept has demonstrated significant improvement in ASW aircraft effectiveness. Its development continues.

- **Seahawk**—The *Seahawk* program, initiated in 1962 as an advanced design surface ASW ship, has taken a new direction after intensive study and review. The reoriented program is designed to ensure that, as individual components of the *Seahawk* concept are developed, they are applied to new construction ASW escorts. New concepts thereby improve current ASW capabilities while still contributing to the final design of *Seahawk*.

- **Postgraduate Training**—A curriculum in antisubmarine weapons systems engineering has been established at the U. S. Naval Postgraduate School, Monterey, Calif. About 20 officers will be enrolled each year. Upon completion of the course, they will be assigned to sonar systems engineering and weapons engineering billets associated with antisubmarine warfare.

- **FADAP**—The Fleet Antisubmarine Warfare Data Analysis Program is designed to provide more effective ASW data collection, analysis, and processing throughout the Navy. Its purpose is to assist Navy command and operations analysis groups in making more rapid and accurate decisions regarding numbers and types of forces to employ in meeting an anticipated submarine threat.

- **ASW Officer Utilization**—The Navy is currently conducting Fleet evaluation of a change in the departmental organization of surface ASW ships in order better to align functionally the responsibilities of the ASW officer. The evaluation was scheduled to be completed in September and decisions will be made on whether or not to apply the changes to all ASW ships.

The Director, Antisubmarine Warfare Programs, has direct authority over all aspects of ASW, including research and development and strategy and doctrine. Working closely with the suppliers of ASW equipment and the Office of Naval Material, the ASW Programs office determines ASW requirements and priorities and reviews all ASW programs to assure their continued value. The Director, Vice Admiral C. B. Martell, USN, reports directly to SecNav and the Chief of Naval Operations.



**NATIVE JUNK** is searched by patrol craft crew as senior naval advisor LT Zap watches.

## Naval Advisor with Junk Division 32

To the Vietnamese, the name of Lieutenant Leo V. Zayauskas was unpronounceable so they solved their difficulty by rechristening him LT Zak.

The lieutenant is a seagoing sailor, but the ships he sails are not found in the *Dictionary of American Fighting Ships*. They are, in fact, junks and other small craft which patrol the Republic of Vietnam's coast, searching for boats bringing supplies and arms to the Viet Cong.

LT Zayauskas is Senior Naval Advisor to Junk Division 32, operating out of Rauch Dua on the east coast of the republic, south of Saigon.

The junk forces were once an independent operation but, since 1

July of last year, they have been a part of the regular Navy of the Republic of Vietnam. This has increased both the pride and the salaries of the *junkies*, as the Junk Force sailors call themselves.

Support for the Junk Force is handled by the Republic of Vietnam, but LT Zayauskas allows as how many of their supplies are cumshawed from ships of the U.S. Seventh Fleet which pass through the patrol area.

Although the Junk Force could not be considered powerful in appearance, its strength lies in men like LT Zak and his sailors who are determined that no Viet Cong supplies will reach Vietnam by the sea.

—Story and Photos by  
Ken Bumpus, PHC, USN

**JUNK PATROL** boat comes alongside fishing vessel to check for smuggling.



**LT ZAYAUSKAS** and crew member of junk study coastal charts while on patrol.





RECEPTION COMMITTEE greets crew of VX-6 aircraft at McMurdo Station, Antarctica. Plane was one of two to make 12,000-mile, 50-day trip from States.

### VX Six Does it Again

Those magnificent men and their flying machines; they go up, they go down (to the bottom of the world).

It wasn't exactly a race against time. If it were a race at all, the competitors were two "Gooney Birds," determined to beat their own shadows.

The two VX-Six twin-engine C-47s departed their home base at NAS Quonset Point, R. I., late in September. Fifty days later they touched down on the McMurdo Station ice runway in Antarctica, one-half hour apart.

Needless to say, no speed records were set in this flight halfway around the world. It was just another routine haul similar to those VX-Six has been making since the first days of Operation Deep Freeze in 1955.

The 12,000-mile hop from the East Coast of the United States to the bottom of the world can sap the strength of the Navy's finest aircraft and airdales.

Beset with maintenance problems and poor weather conditions, the two

planes battled their way to the white continent with what one pilot described as "plenty of guts and a multitude of prayers."

Almost every conceivable difficulty—mechanical and meteorological—harassed and delayed the planes on their way from Rhode Island to Antarctica. Engines failed, radios quit, radar equipment went on the blink, JATO rockets misfired, tail winds made sudden switches to head winds, and icing conditions were heavy, especially on the last leg of the journey.

One incident occurred between California and Hawaii. An instrument panel light in one of the planes began to flicker, indicating that one of the engines was about to fail because of metal chips in the oil. With the equal time point already reached, precluding the possibility of returning to California, the plane plodded on toward Hawaii with the crew ready to ditch at any moment.

Luckily, nothing happened. After a while, the pilot became so annoyed by the blinking light that he

unscrewed the bulb. After that the crew just sat back and relaxed.

At another point, the planes exceeded their rated capability. According to the book, heavily loaded C-47s have an altitude ceiling of 10,500 feet. But while flying over a mountain range in New Zealand, thick clouds closed in and obliterated the pilots' view.

With considerable skill, the pilots pushed their craft to 12,000 feet, barely clearing some of the jagged mountain peaks. It was "touch and go," as one pilot later described it.

Normally the last portion of the flight from New Zealand to Antarctica is the more dangerous and unpredictable stretch. But both planes experienced the "easiest" 14 hours of the total 106 hours actually spent in the air.

When the crewmembers spotted Cape Adair on the northwestern tip of the white continent, they took coffee mugs in hand and made a toast to acknowledge the successful journey.

The trip also had its light moments, when crewmembers could relax and enjoy themselves. High on the list of unforgettable incidents were stopovers at Hawaii, Nandi in the Fiji Islands, and Invercargill, New Zealand, where the townspeople welcomed the Navymen into their homes for meals and lodging.

As the aviators entered their Antarctic phase of Operation Deep Freeze, their planes were outfitted for ice and snow operations. Their adventure is added to the colorful history of Air Development Squadron Six, but there are undoubtedly many more adventures in store for these men.

—Lee Quinn, JOC, USN

### Lenawee Comes Home

When the attack transport *USS Lenawee* (APA 195) returned to her home port of San Diego, she had a well-earned rest coming. Since leaving that city a year ago, the ship has deployed twice to the Far East and been in her home port only 37 days. During that time, she steamed over 65,000 miles and delivered more than 6300 Marines, 460 vehicles and 4600 tons of combat supplies.

Her crew believes she was the first ship to transport Marines non-stop from Long Beach to Da Nang. In addition, she participated in three of the first four assault landings in



Vietnam—Da Nang, Chu Lai and Hue. And she delivered 2001 tons of ammunition to Chu Lai—the largest single load carried by an attack transport.

In addition to helping the surveillance operations along the South Vietnam coast, *Lenawee* made calls at Hong Kong, Bangkok, Republic of the Philippines, Japan, Okinawa and Hawaii.

As she left the South China Sea, *Lenawee* was caught by Typhoon Trix off Okinawa. For 12 hours she battled 100-mile-per-hour winds and 50-foot seas before the storm finally passed.

For her participation in operations off the coast of Vietnam during the long cruise, the ship and her crew were awarded the Armed Forces Expeditionary Medal.

### Base Loading at Oceana

East Coast fighter squadrons from Carrier Air Wing Three and Carrier Air Wing One have begun their scheduled transfers to NAS Oceana at Virginia Beach, Va. The home base changes are results of the Navy's base loading program.

The base loading program is a plan for fighter squadrons to be stationed at one NAS and attack squadrons at another. In the past, aviation units were assigned by air wing, which resulted in most air stations being responsible for both VA and VF aircraft. As a result, the bases were forced to maintain support equipment for both types.

West Coast air wings have been dividing their squadrons for several years. Air wings in southern California, for instance, base their fighter

units at NAS Miramar, near San Diego, and send attack squadrons farther north, to NAS Lemoore.

The present arrangement is less expensive and more efficient than the integrated system.

NAS Oceana will specialize in fighter squadrons and fighter support equipment. The first fighter squadron to arrive was Fitron 3, formerly based at NAS Cecil Field, Fla. Fitrons 32 and 14 will soon follow, as will Attack Squadron 35 (which is training to fly the new A-6 *Intruder*).

When the transfers are complete, Oceana squadrons will fly only two types of aircraft: the F-4 *Phantom* and the A-6 *Intruder*.

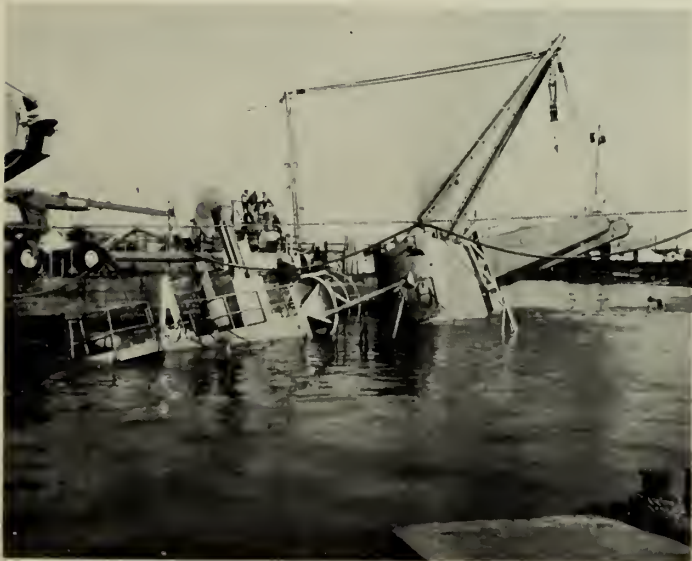
### Denison Is Fast Mover

*Denison*, the 117-foot, 90-ton hydrofoil boat recently acquired by

MORNING AFTER Hurricane Betsy Navy oceanographic ship *Kellar* was on her side. Right: Salvage vessels USS *Windlass* (ARSD 4) and USS *Salvager* (ARSD 3) began raising operations by using cables to right the sunken vessel.



RIGHT YOU ARE—Salvage vessels righted *Kellar* after seven weeks of work. Rt: Ship rises as water is pumped out.





**BOW OUT**—Hydrofoil *Denison* to be used at Pt. Mugu stands clear of water while making 62-knot speed.

the Navy, is going to California. The high speed, ocean hydrofoil is capable of speeds up to 62 knots.

*Denison* was built for the Maritime Administration in 1962 as a test vehicle. It has an aluminum hull and a light-weight, 14,000-hp gas turbine engine.

After extensive testing by government and industry, the craft was given to the Navy. It will be used to transport personnel and supplies between the California coast and naval installations on offshore islands, and

serve as a rescue vessel.

"Maneuverable" and "economical" describe *Denison*. The craft can make sharp turns at high speeds while traveling on foils which extend beneath the hull, and can go further, faster on a given amount of fuel than a conventional craft.

NAS Point Mugu, Calif., will train the crew and operate the craft.

#### Mail Box in China Sea

From his observation window at the rear of the big P-2 *Neptune*,

James R. Young, AO2, usn, focuses on the Mekong Delta country several thousand feet below. Over the intercom the pilot warns: "Coastline coming up; is everything ready back there?"

"Affirmative," replies Young, as he reaches for a four-foot long cylinder. He checks it over, then shifts his attention to the South China Sea.

A few minutes later the pilot reports: "Spotted one of the ships. I'll bank so you can get a fix."

"I see her," says Young, as the *Neptune* ends a steep banking turn.

"We'll go down and make the usual approach," reports the pilot. "If it looks good, drop the cylinder."

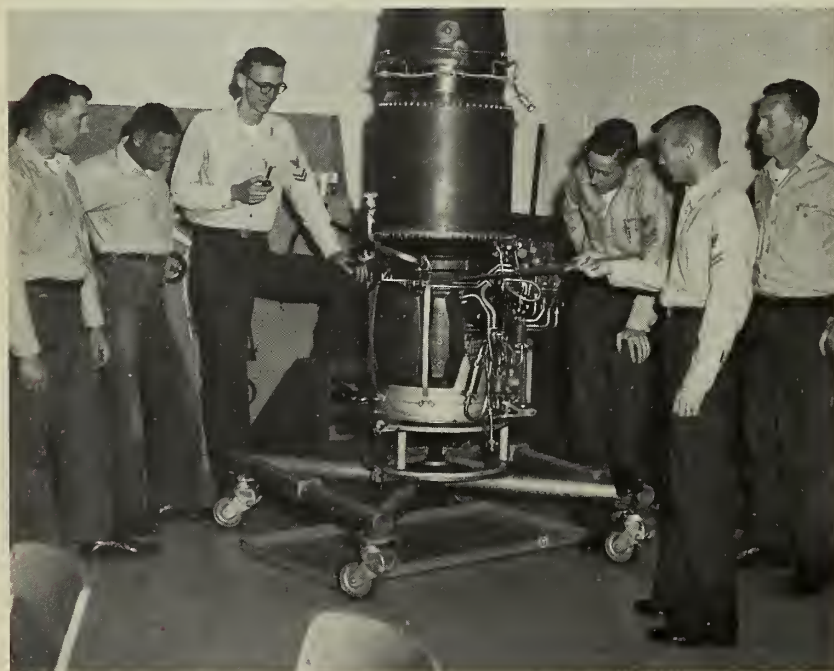
The approach usually looks good, so Young usually drops the cylinder. He drops it as close to the Navy patrol vessel as he can. "Cylinder away," he reports to the pilot.

As it hits the water, multi-colored streamers pinpoint the cylinder's position. The Navy destroyer edges up to it, and crewmen pull it from the sea. They are happy to have recovered their news buoy, which contains the current Saigon English-language newspapers, the previous day's *Stars and Stripes*, current magazines and a small library of paperback books.

Meanwhile, the *Neptune* is approaching another patrol vessel, to make its sixth and last news buoy drop for the day.

News buoys are kind of like a dream come true for Navymen assigned to Market Time anti-infiltration patrols off the coast of South Vietnam. Patrols average four to six

**MAINTENANCE** of J-60 engine is explained to students at NAAS Meridian.





weeks at sea, during which the crew receives little news of what's happening in the world.

News buoys have thus become very welcome additions to the day's operations.

The idea came from Lieutenant Jerry Burns, USN, of Patrol Squadron 17, after he flew several air surveillance missions in support of Market Time ships. He figured rightly that the cylindrical waterproof containers in which sonobuoys are shipped would make excellent news buoys.

The reading matter is furnished by the naval commands in Saigon. The cylinders are stuffed full and placed on PatRon 17 planes. Some deliveries are even made at night, with the aid of smoke lights.

So popular has the news service become that Navy supply ships and Coast Guard vessels operating in the area have asked to be placed on the distribution list.

## Navy's Green Turtle Crop

United States Navy planes from Roosevelt Roads, Puerto Rico, recently made their annual run to points around the Caribbean loaded with thousands of green sea turtles.

The turtle run, which has been made annually by the Navy since 1961, is part of a program involving the Office of Naval Research, the Caribbean Conservation Corporation, the National Science Founda-



**NEWS BUOY**—Patron 17 crewman prepares to drop sonobuoy container to Navy men operating in Vietnam. Container is filled with books and magazines.

tion and the University of Florida. The program has two purposes—to spread the green sea turtle population around a bit and save the species from extinction while, at the same time, giving zoologists an opportunity to probe their remarkable navigational abilities.

The turtles which, when full grown, weigh around 250 pounds each, were well on the way to becoming extinct when a move was finally made to save them.

During the days of sailing vessels,

they were kept alive on deck to provide a source of fresh meat during sea voyages. Because of their gastronomic popularity both at sea and ashore, turtle hunting became a major occupation and it was open season 365 days of the year. The result: Many places where the turtles were abundant in early colonial days became completely devoid of green sea turtles.

Since 1961, the Navy has been carrying newly hatched sea turtles throughout the Caribbean to see if

**TURTLE TIME**—Navy planes recently made their annual run to spread vanishing sea turtles throughout the Caribbean.

Baby turtles are packed in boxes for delivery by Navy planes.



Turtle is tagged to study migration habits during Op Sea Turtle 1965.



After laying eggs and being tagged mother turtle returns to the sea.



# FROM THE SIDELINES

**S**PORTS STATISTICS are the by-product of what happens on the field. But they are more than just marks on paper that the next man tries to beat. They tell the story of the game—just how good or bad an individual or team is.

A fine example of statistics that crossed our path recently was a report on softball pitcher Del Epperson, EM3, of *uss Epping Forest* (MCS 7).

Epperson pitched 96 innings this year. He was credited with 187 strikeouts for an average of 14.4 men per game, pitched 10 shutouts (five of them were no-hitters) and had an earned run average of .03.

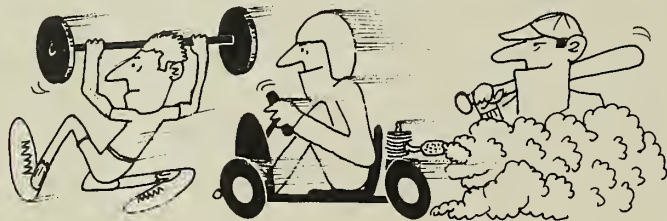
As a result of Epperson's pitching, *Epping Forest* won

bit about *uss Markab's* slot car track nearly a year ago, we've been deluged with news releases and ship and station newspaper articles announcing the openings of many more Navy slot car tracks around the world.

But the small car buffs on the slot tracks are now being outdone by a group of sailors from NAAS Chase Field, Texas. The track is bigger there, and their cars have more horsepower.

The Chase Field men drive go-karts in their off-duty time. Their karts are in the 7-horsepower range, with top speeds of over 60 miles per hour.

Several members of the Chase Field Go-Kart Club own



its second straight MinFlot-One league championship, with a 13-0 record. Then, after the league title was won, he pitched a 3-0 shutout against the flotilla All-Star team.

From these statistics, a logical conclusion may be drawn: Epperson is a good pitcher.

★ ★ ★

Another good pitcher is Stanley W. "Stan" Pointek, ADCS, of NAAS Ream Field, Calif., who started pitching before many of us could roll a ball on the floor.

Pointek recently hung up his glove after compiling a lifetime record of 740 wins and 170 losses, for an .813 average. Among his feats were approximately 25 no-hitters, five of which were perfect games.

His glove must be well worn.

★ ★ ★

Since we published a short

karts, and the club is planning to purchase more vehicles.

Now the club is really beginning to roll.

★ ★ ★

Weightlifting is a sport you hear very little about, but Fred Cerullo, AE3, of NAS Oceana, Va., is doing his part to make it better known.

Cerullo went to the Virginia State Lifting Championships at Newport News late in 1965. He returned to his base with four trophies, a medal and a state champion's patch.

He lifted in—and won—the 143-lb class in both Teenage and Senior Divisions. In addition, Cerullo was selected as Best Teenage Lifter and Best Senior Lifter in the tournament.

His medal and patch are worn only by the state champions.

—Kelly Gilbert, J02, USN

they will return to lay their eggs at the place where they were transplanted rather than to the place they were hatched. If this happens, the places to which the turtles are transplanted will have an abundant supply of meat and science will have an important clue to turtle navigation.

Since it takes several years for the turtles to mature, it is a little too early to see what the reproductive habits of the transplants will be, although zoologists said it was possible that a few precocious females might lumber ashore this year to deposit their eggs in the sand.

The signs are encouraging, however, and everyone involved hopes for a bumper crop of green sea turtles in the next year or so because nearly mature adults have been seen swimming off shore in places where none have been sighted for more than 100 years.

This year, as in the past, the Navy transplanted 22,000 baby turtles which had been tagged for identification, at 16 locations in Mexico, South America, the West Indies and Florida.

It would seem from the number of transplants that Caribbean beaches might be awash with green sea turtles within a few years. Zoologists, however, say this is extremely unlikely.

Although the adult female may live to the ripe old age of 200 years, and lay as many as 600 eggs each year, very few of her offspring ever reach mating age. The great majority live only a few minutes for they are easy prey for predatory birds and other animals as they leave their eggs and instinctively stumble across the beaches toward the sea. Once at sea they are stalked by sharks and other hungry fish on the prowl.

Man, too, has been an enemy of the turtles. Until comparatively recently, there have been no conservation laws designed to keep the huge reptiles out of the soup kettle.

The conservation laws which now exist, however, are difficult to enforce on the usually remote beaches frequented by the turtles. It is, therefore, largely up to man's forbearance and to the success of Operation Turtle as to whether or not the green sea turtle continues as a living species or just an entry in the encyclopedia under "T".



## Navy Inventor

A MinPac engineman may be money ahead. Other enginemen will have an easier go of it. Uncle Sam is likely to save as much as \$250,000 each year. And all because Cecil Davis had a brainstorm.

Cecil Davis is a senior chief engineman serving with MinRon Seven. He invented a relatively simple (to an engineman) modification for minesweeper diesel engines.

It all began with a problem: Occasionally, water seeps into the cylinders of Mine Force diesel engines. When the engine is started under power the liquid fails to compress in the cylinder, creating extreme pressures which break the block. Each time this happens the Navy spends between \$20,000 and \$27,000 and approximately 400 man-hours to repair the damage.

Since 1960 it has happened an expensive 23 times to Long Beach minesweepers. Thanks to Senior Chief Davis, it probably won't happen again.

Chief Davis' invention is basically a cranking mechanism which allows enginemen to turn the diesels over by hand before applying power. If there is water present the engine won't crank and hand pressure is not sufficient to break the block.

The cost of Chief Davis' invention is a paltry \$60 per engine, and it requires an average of only 30 minutes to install.

**IDEA MAN**—Cecil Davis, ENCS, made cranking mechanism for Navy diesel engines which will save government thousands of dollars in repairs.



SPRINGFIELD crew restore historic U.S.-British burial grounds on Spanish island.

As a result, the senior chief was nominated for a government cash award and was recommended for a SecNav Commendation. He has also earned the gratitude of his fellow enginemen, who might otherwise spend liberty time doctoring sick diesel engines.

## Journey Into the Past

At first glance they could have easily been a party of treasure hunters for the men of the sea lowered a small boat loaded with gear and quietly pulled away from the ship heading for nearby wooded slopes of a Spanish island.

Actually they were crew members of guided missile cruiser USS *Springfield* (CLG 7) headed on an unusual volunteer project. This job consisted of cleaning up and brightening up a timeworn British-American cemetery at Port Mahon.

The cemetery dates back to 1825 when Port Mahon was a naval training ground for cadets before the founding of the Naval Academy at Annapolis, Md. In 1826 this natural harbor in the Balearic Islands served as a base for the U.S. Navy's Mediterranean Squadron. Although the cemetery is known as the British-American Cemetery the predominant number buried in the white walled grave yard are Americans.

The cruisemen set to work clearing out vines and weeds and painting walls. Although the job was hot and dusty, the old cemetery shed a new light on Navy tradition and history in the Mediterranean and the men

returned to *Springfield* with the satisfaction of a job well done.



IN SPAIN — Navymen paint walls while others clean up historic grounds.





ARMY LANCE missile system drops on six parachutes to ground troops during versatility tests at Yuma, Arizona.



AF CENTURION—Air Force Captain Ronald Williams gets a handshake after 100th landing aboard USS Midway (CVA 41). Williams is an exchange pilot with VAH-8.

IT'S A STRANGE aircraft with the rotor blades of a helicopter and the jet engine and fixed wing of a conventional plane.

It makes vertical takeoffs and landings in small sites, but flies as a fixed wing plane—and faster than any helicopter.

Aeronautical engineers call the agile aircraft a “compound” because of its combination of rotor, fixed wing, and forward thrust propulsion.

Less than a half-dozen are in the air today in the U. S. But engineers and pilots associated with the compound believe it to be one of the most promising developments in aviation in the last quarter-century.

As an “airbus” the compound vehicle could perform an important role in transportation between city centers on high-density routes.

With a range up to 500 miles, these airbuses could operate efficiently on heavy traffic commercial runs.

Their helicopter-type rotor systems could even enable these 60-passenger aircraft to land on and take off from business and industrial building rooftops in the heart of the city.

Military applications are also being considered. The jet-powered Army XH-51A has reached 272 miles per hour, world's fastest rotorcraft speed.

The compound craft has a rigid-rotor system which gives the vehicle the “hands off” stability that makes it as easy to handle as a fixed wing plane, according to pilots who have flown the XH-51A.

The plane's engineers believe its speed can be increased to 500 miles per hour by folding back and stowing the rotor blades in forward flight.

★ ★ ★

BUIC, THE FIRST BACKUP INTERCEPTOR CONTROL facility, was turned over to the Air Defense Command recently. The facility's computerized control center is located at North Truro, Mass., and will furnish up-to-the-minute information on any airborne threat to the Boston air defense sector.

BUIC monitors the SAGE (Semi-Automatic Ground Environment) system and will take over if a SAGE direction center becomes inoperative.

As an aircraft enters the air defense sector, its flight track is checked against filed flight plans which are stored in the computer's memory. The aircraft is identified either as being hostile or friendly. If the aircraft is hostile, the track is assigned to an intercept director who scrambles manned interceptors or activates *Bomarc* missiles.

★ ★ ★

IT RUNS ON ANYTHING (almost). No need for “no-knock,” TCP or any other of the miracle fuels advertised by major oil companies today.

That is, if development and tests of a new engine live up to the Army's expectations.

The “multi-fuel” engine is being built by the Army to operate on any of the military fuels, such as gasoline; aviation gasoline; jet, CITE (Compression Ignition and Turbine Engine) and diesel fuel.

Such an engine, with a long-term operational life, would greatly reduce the fuel logistics problem the Army must constantly cope with.



Experimental multi-fuel combustion systems for the 10 and 20 hp military standard spark ignition engines are being developed under contract by industry. Further development of a prototype engine will proceed after an evaluation of the experimental systems.

★ ★ ★

A NEW ARMY experimental helicopter has flown 263 mph at 12,000 feet altitude, a height at which most rotary wing vehicles are severely limited in performance. During a recent test, the experimental craft's rotor blades reached speeds of 715 mph as they whirled around above the plane.

The 4500-pound XH-51A has fixed wings and an auxiliary forward thrust jet engine in addition to its helicopter rotor blades. On the high altitude speed run, information was gathered which is being applied to a proposed design for the Advanced Aerial Fire Support System (AAFSS), a flying weapons platform design now under evaluation by the Army. AAFSS is designed for escort of troop-carrying helicopters and for aerial fire suppression missions.

The experimental helicopter is capable of performing steep dives, fast climbs and sharp turns—similar to maneuvers performed by a fixed wing plane but unusual for a helicopter.

With fixed wings, the hazard of a helicopter's blade stalling has been minimized, by relieving virtually all of the aircraft's weight from the rotor blades during flight.

★ ★ ★

A CONTRACT HAS BEEN negotiated which will guarantee completion of development work on the new Main Battle Tank. The project is an international material development effort in which the United States and the Federal Republic of Germany are working together. The new contract provides for a high horsepower engine and a new suspension system.

The United States portion of the Main Battle Tank Program is headed by Major General W. G. Dolvin who is with the U. S. Army Materiel Command in Washington. General Dolvin directs technical efforts in the United States and maintains contact with his German counterparts through a liaison office in Bonn, Germany.



TRI-SERVICE XC-142A vertical takeoff/landing plane is one of five built for testing by Army, Navy, Air Force.



TACTICAL AIRCRAFT such as F-5 Air Force fighter are painted in camouflage design to reduce visual detection.



CHAPARRAL surface-to-air missile system is mounted on modified Army XM-548 self-propelled tracked vehicle.



GROUND crewman prepares to load bombs on Air Force B-52. Right: Bomber takes off with full load for air strike.



# THE BULLETIN BOARD

## Setting the Record Straight on Tour Completion Dates

**L**AST FALL ALL HANDS received a letter from a personnelman requesting clarification of the procedures for setting shore tour completion dates. Specifically, he asked if a Navyman reporting for shore duty with insufficient obligated service could extend long enough for a full tour without further obligating himself for sea duty.

The question seemed innocuous enough. The answer, straight from Seavey/Shorvey, was affirmative. A Navyman is allowed to extend—in increments of months, if need be—to make his enlistment and his shore duty expire at the same time. (In this regard, however, *BuPers Manual*, article C-1407 (2) (b) prohibits more than one short extension on an enlistment—other than to complete a cruise or deployment—without prior approval by BuPers.) In other words, the ALL HANDS said Navyman does not have to obligate to go to sea just to receive their fair share of shore duty.

The letter was printed in the October issue and (it was assumed) the subject was closed.

Several weeks after the October issue appeared in the Fleet, the letters began to arrive. They are still coming. They are signed by officers, enlisted men, civilian employees . . . you name them. And all agree on one point: that there is, in fact, an *Enlisted Transfer Manual*. Other than that it's every man for himself. Suffice it to say there is no consensus.

As a result, the Bureau of Naval Personnel has decided to clarify the *Enlisted Transfer Manual* in respect to tour completion dates. In the meantime, ALL HANDS is attempting to set the record straight, beginning by quoting the offending passage from the *Enlisted Transfer Manual*.

Article 7.41a (3) (e) says in part (the operative phrase is in italics): "The tour completion date will exceed the ACDUOBLI (expiration of enlistment—Ed) date. Reduce the tour length and establish a tour completion date coincident with the ACDUOBLI. Explain to the individual that he may sign an agreement to extend his enlistment in order to have sufficient obligated service to

complete his maximum shore tour . . . this may be done at any time between date of reporting and four months thereafter. Any such extension of enlistment must provide a minimum of 12 months obligated service from the first date of month the recomputed tour will expire, *unless the obligated service and the shore tour completion date coincide . . .*"

It would appear that the italicized portion was sometimes interpreted to apply only before the man reporting agreed to extend—when the dates coincided by accident, in other words. Such an interpretation is incorrect.

What the Bureau intended to explain was that if two dates coincided at the time the TCD was established, the man would be allowed a full tour of duty. Tour completion dates are assigned four months after the man reports for shore duty. Consequently, the Navyman has four months after reporting to *make* those two dates coincide—by extending his enlistment, in increments of years or months, or both.

He does not—repeat, not—have to obligate to go back to sea merely to serve a full tour ashore.

When you report to shore duty you will find yourself in one of three categories: Your EAOS (expiration of active obligated service) will coincide with the end of your shore tour for a man of your rate and rating; your EAOS will fall short of your normal shore tour, giving you insuffi-

cient obligated service for a full shore tour; your EAOS will exceed your TCD, giving you more than enough time to complete a full tour.

In the first case, when EAOS and TCD coincide naturally, there is no problem. If you find yourself in this situation you would not be obligated to return to sea nor would you have your shore tour shortened. You would also be very much in the minority.

Case number two poses an entirely different problem. In this instance your separation date does not provide you with enough time to serve a full shore tour for a man of your rate and rating. You have three choices and four months to mull it over.

As an example, you report ashore in January 1966. The normal shore tour for a man in your rate and rating is 36 months. Your active service expires in October 1967, so you need an additional 14 months of obligated service if you are to receive a full tour ashore. Here are your options:

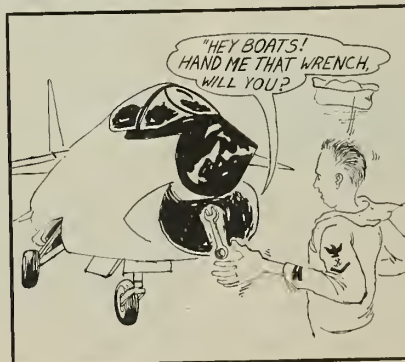
- You may agree to extend for 14 months. (A word of caution here. Current regulations require a man reporting to sea to serve at least one year. This means you may not extend 15 months instead of 14 because your EAOS would exceed your shore tour by only one month. If you extend for more than 14 months you must extend for at least 26 months, allowing for a year at sea.)

- You may do nothing. When four months have expired, your normal shore tour will be shortened by 14 months and your tour completion date will be established to coincide with your expiration of enlistment. The TCD, once set, is final—even though you may later decide to extend or reenlist.

- You may extend for enough time to serve a full tour ashore plus time enough to serve an additional one year in a sea billet.

For the career Navyman this third option may well be the wisest choice. The operations of Shorvey are such that it would be distinctly advantageous for you to have extended for rotation to sea at least nine months

All-Navy Cartoon Contest  
Gary A. Kunz, ADJ2, USN





to one year before your tour expires. Your name and choices of duty would be available to your detailer at the beginning of the Shorey cycle, when he has a wide choice of open billets.

Should you wait until your shore tour and enlistment are about to expire before obligating for sea duty, you may jeopardize your chances of receiving your Shorey choice. The detailer will have already filled many of his open billets—those remaining may not include on you prefer.

In the third and last instance, you report to shore duty with your obligated service exceeding the normal tour for a man of your rate and rating. Your choice in this case would depend upon precisely how long the one date exceeds the other.

If the excess is six months or less, through no fault of your own, the Bureau will automatically extend your shore tour to match your EAOS.

Don't overlook that phrase, "through no fault of your own." If you extend after you have received your shore duty orders with the idea of receiving a shore tour a little longer than most, it won't work out that way. When the situation is not entirely accidental you must go to sea, and the 12-month rule mentioned before will apply.

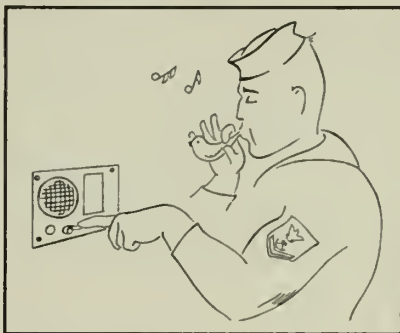
If you do report with one to six months of extra obligated service, your extended TCD will be established four months after you arrive. Once this TCD is set it will not be changed, even if you later choose to extend or reenlist. If, on the other hand, you extend *before* the TCD is set you will fall into an entirely different category—that of men who have enough time to complete a full shore tour plus an extra seven months or more.

In this instance, you would be rotated to sea. When and for how long would be up to you. The 12-month rule applies, so if you have enough service to complete your full tour ashore plus a year at sea, you're in good shape. If not, you must either extend for a total of a year at sea or accept a shortened shore tour. And, as always, you must do so within the four-month period.

The controversy over TCDs and subsequent clarification of Bureau policy brings up one further question, one which was obviously in the minds of many Navymen who have written to ALL HANDS on the subject. What happens to the Navyman who

#### All-Navy Cartoon Contest

Peter E. Puig, SFM2, USN



made a decision based on erroneous information?

If you did not extend within the four-month period because you were informed you would eventually have

to go to sea, or, if on the other hand, you *did* extend for a shore tour plus a year at sea because of the same information, the Bureau of Naval Personnel agrees you may have a point.

For obvious reasons, however, requests must be handled individually, allowing BuPers to consider the relative merits of each case. Navymen who feel they should be allowed to extend for a full tour even though the four months have elapsed and men who desire to cancel obligations for a year beyond their TCD agreed to because of misinformation should address their requests to the Bureau of Naval Personnel, via the appropriate EPDO. Such letters must be accompanied by the recommendations of your commanding officer.

## TOP SEA DOGS

### Cook Has Winning Recipe

One of the highest awards which may go to a Navy command, the Arleigh Burke Fleet Trophy, has been won by USS Cook (APD 130), a PacFLT high speed transport. The Burke Trophy is given each year to a LANFLT and a PACFLT unit which shows the greatest improvement in bottle efficiency competition.

In addition to unit improvement, other factors considered are administrative inspections, personnel performance, morale, operating performance, supply readiness, engineering reliability, and the results of special exercises and inspections.

Cook, designed to carry underwater demolition teams in raids on enemy beaches, has spent much of the past year operating in Vietnamese waters. She acted as primary control ship and reconnaissance support vessel for the first two Dongong landings and the first Chu Loi landing.

During the rescue of a Marine reconnaissance team, two Cook crewmembers were killed by the Viet Cong.

Her recent experience in the South China sea

was not her first. In 1955 the ship participated in "Passage to Freedom," an operation in which over 300,000 North Vietnamese, fleeing from the communists, were evacuated.

Meanwhile, at Moffet Field in California 110 men from Patrol Squadron Nine were awarded the Air Medal. These citations read: "For meritorious service while participating in missions in support of combat operations in Southeast Asia against the insurgent communist guerrilla forces from 1 February to 31 May 1965."

Also in the old-time Navy, NAS Whiting Field in Florida won the Admiral's Cup and Efficiency Pennant for the second consecutive year while squadrons of Air Group 54 at Quonset Point, R. I., received the Navy League "Red Rooster" award, the bottle efficiency E award, the CNO Aviation Safety Award and the Isbell Award—all four for the second consecutive year.

Bottle efficiency Es are still coming in. (The original, partial listing was included in the October issue of ALL HANDS.) If your unit won the E and has not yet been included, contact your PIO or write direct to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370.

Recently announced Bottle Efficiency E winners are:

Howard W. Gilmore (AS 16)—SubLant.  
Cutlass (SS 478)—SubLant.  
Dogfish (SS 350)—SubLant.  
Atule (SS 403)—SubLant.  
Quillback (SS 424)—SubLant.  
Dace (SS(N) 607)—SubLant.  
Detector (MSO 429)—MinLant.  
Hornet (CVS 12)—AirPac.

In addition two Mine Force ships, listed as E winners in October, have won the 1965 Marjorie Sterrett Battleship Fund Award. They are USS Meadowlark (MSC 196) of the Atlantic Fleet and Persistent (MSO 491) of the Pacific Fleet.

## The Burke Trophy



**USS COOK  
APD 130**

# Here's a Report on Navy Credit Unions and How They Operate

**T**HE PERCEPTIVE READER of "How to Stay Fiscally Fit," to be found in the November issue of ALL HANDS may have noted the words of caution when it came to discussing credit and its uses.

Such caution is justified. Buying on time can be dangerous as well as expensive.

However, limitations of space and time then precluded an adequate discussion of one source of credit—the Navy credit union—which has received the wholehearted approval of the Department of Defense. (It offers a good way to save money, too).

All over the world, Navy credit unions have been formed by people whose common bond is employment by the U. S. Navy or assignment to a particular naval activity. Credit unions cooperate with the Naval Establishment to protect Navymen and their families from illegal lending practices.

Although Navy credit unions are not controlled in any way by the Navy, the Secretary of the Navy encourages Navymen (as well as civilian employees of the Navy) to use credit union services.

Navy credit unions are no fly-by-nights. The majority of the more than 100 credit unions serving Navy personnel are chartered under the authority of the Federal Credit Union Act. They are supervised and regulated by the Bureau of Federal Credit Unions. Most others are chartered under state law.

All those credit unions which are composed exclusively of Federal employees (civilian and military) and their families are authorized to use space in Federal buildings. Because of this, SecNav has authorized commanding officers of shore installations to provide office space for credit unions.

**T**HERE'S A BASIC DIFFERENCE between credit unions and other financial institutions. A credit union, for example, is *not* owned by stockholders who are interested in making a profit. It is owned by its members—those people, like you, who join the association to take advantage of its nonprofit lending and saving services.

This makes quite a difference. By and large, interest charges on loans are considerably less; your savings accounts draw as much, or greater,

interest (called dividends in a credit union). There are also other advantages, which will be discussed below.

**Loans**—The Federal Credit Union Act authorizes Federal credit unions to make loans for numerous helpful purposes such as automobile purchases, home improvements, tuition bills and debt consolidation. Credit unions in some cases may be able to lend more than other lending institutions for the purchase of automobiles and mobile homes. For example, the Navy Federal Credit Union lends up to 75 per cent of the purchase price of a new car, or up to 75 per cent of the current NADA book value on a used car.

Personal (signature) loans from any Federal credit unit are limited to a maximum of \$750. Your credit union savings are acceptable as collateral on loans greater than \$750. Other forms of collateral may include the signature of a co-maker, or the lien-free title to a late model car, boat or trailer.

Some credit unions charge different interest rates for different purposes, but no Federal credit union may charge more than one per cent per month on the unpaid balance, regardless of the purpose of the loan. This one charge includes all costs involved in making the loan.

Interest rates charged by most Federal credit unions range from 7/10 of one per cent per month up to the legal maximum.

One fifth of those credit unions which charge the maximum rate of one per cent pay each borrower an annual or semiannual interest re-

bate, ranging from five per cent to 20 per cent of his yearly interest charges—a feature not to be found in most commercial lending institutions.

All loans must be repaid within five years. You are entitled to repay your loan before maturity if you wish to do so. This also helps to save interest charges.

**Loan Protection Insurance**—This is insurance on your life, based on the amount of your unpaid balance. Offered by nearly all credit unions at no direct cost to you as a borrower, loan protection insurance provides for payment of your loan in the event of your death or disability. Generally, the amount is limited to \$5000 or \$10,000, depending on local insurance laws.

Commercial annual premium rates for credit life insurance range from \$.50 to \$1.00 per \$100. If you borrowed \$1000 from a credit union which offered loan protection insurance this service would save you \$5 on a 12-month note; \$15 on a 30-month note; or \$20 on a 48-month note.

**Savings**—Saving money at a credit union is called "purchasing shares." Don't let the euphemism bother you. You still save money.

You "purchase" shares in increments of \$5. Each \$5 share you buy is a unit of savings which earns dividends and makes you a partial owner of your credit union.

The bylaws of Federal credit unions provide the right of the board of directors to require members to give written notice of not more than 60 days of their intent to withdraw shares. In practice, however, very few credit unions have found such notice to be necessary. To retain your credit union membership, you must remain within the authorized field of membership, maintain a minimum balance of \$5 or build it back up to \$5 within a certain time limit specified by the bylaws.

Every member of a credit union who attends its annual meeting is entitled to one vote in the election of his board of directors and credit committee. All members have equal voting rights, regardless of the number of shares they own.

**Dividends**—In addition to extending membership, ownership and voting privileges, shares earn dividends. Dividends are a division and distri-

All-Navy Cartoon Contest  
Lorenze B. Tate, Jr., SN, USN



"Do you ever get the idea that you aren't appreciated?"



bution of earnings to each share owner. They are calculated on the number of shares you own and the length of time your shares have been in your account.

Your Board of Directors is empowered to declare an annual or semiannual dividend to be paid to the members out of net earnings remaining after regular or special reserves have been set aside. The majority of credit unions pay between four per cent and 4.9 per cent each year.

Shares pledged as collateral on a loan earn regular dividends. For income tax purposes dividends earned by all credit union shares are reported by the individual members as interest income on their income tax returns. This is because shares are considered units of savings, not capital stock.

**Life Savings Insurance**—Your credit union shares entitle you to still another benefit: An extra dividend in the form of life savings insurance. This is automatic insurance on your life, determined in amount by your share balance, age, health, and contractual dollar limits.

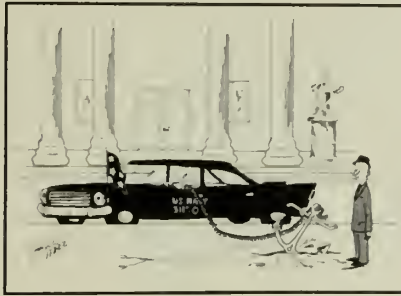
If you are insurable, every dollar of your share balance normally earns another dollar of insurance on your life, up to an established maximum. This maximum, usually \$2000, is determined by the contract of the individual credit union with its insurance carrier.

Assuming that your credit union provides dollar for dollar coverage, the person you have named as your beneficiary will receive an amount equal to your share balance in the event of your death. You designate your beneficiary on a special form furnished by your credit union.

The cost for this type of insurance is paid by your credit union out of operating income. If you were to buy commercial coverage on \$2000 at the age of 20, your annual premium rate would be approximately \$7.64. As you grow older, commercial rates for group term insurance rise. For example, at the age of 60 you might pay an annual premium of \$69.40 for \$2000 worth of group term insurance.

This type of insurance offered by your credit union increases the effective annual dividend rate declared by the board of directors. Assuming the board declared an annual dividend of 4.6 per cent, the actual div-

#### All-Navy Cartoon Contest William R. Maul, CTCA, USN



idend rate for \$2000 in shares owned by a 20-year-old would be 4.98 per cent per annum. The additional .38 per cent represents the \$7.64 worth of life savings insurance earned at no direct cost.

**Joint and Family Accounts**—All Federal credit unions are authorized to establish joint share accounts. This means that you may designate your wife, or

anyone else, as joint owner of your account.

This is particularly helpful when you are on foreign shore or sea duty. In such a situation, your wife may withdraw shares on her signature, purchase additional shares, and obtain information concerning the transactions and balances of the account.

Joint ownership does not bestow voting or borrowing privileges. Joint owners do not earn life savings insurance on their own lives; however, in the event of the death of the basic owner (you), the joint owner (your wife, for example) can withdraw whatever shares may be in the account. (This should not be confused with the payment of the life savings insurance proceeds to the beneficiary of the account).

A wife can become a member in her own right and either have her

## NOW HERE'S THIS

### Historical Shipyard Relics

As the closing date of the New York Naval Shipyard in Brooklyn approaches, a historical committee and, indeed, almost everyone at the Yard is busily searching out relics which will give future generations a clue to its importance in American history during more than 160 years of shipbuilding.

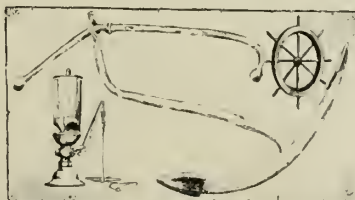
To insure that the role played by the Yard throughout most of our Navy's history is properly placed before the public and to assure the proper preservation of this material, all historical items have been reported to the Curator for the Department of the Navy who has added them to the Department's permanent "accession files."

When the search began, interest in the Yard's memorabilia spread, and historical items began turning up in somewhat unlikely places.

A carpenter, for example, discovered the mahogany block on which he had hung his hat for 20 years, had once been a plaque on the captain's gig of USS New York (BB 34).

Men in the Yard's Supply Department looked with a new point of view at a ship's wheel which had been hanging on the wall for as long as anyone could remember.

One antique item was particularly graphic



in depicting the Yard's past activities. It was a mural, painted on a large wooden panel, showing every ship constructed in the shipyard.

The panel, begun by an unknown artist, probably dates back to about 1800. Since that time, other anonymous painters have added each new ship as she was commissioned. A picture of Dufuth, a 16,000-ton amphibious transport dock now being built, has not yet been added.

Another item of unusual interest in the collection is a rusted and bent anchor thought to have come from the British prison ship *Jersey*, which was anchored in Wallabout Bay during the Revolution.

Among the relics symbolic of the Yard's past is a highly polished brass ship's whistle which was taken from a scrapped World War I battleship. The whistle has signaled every launching at the Yard since 1920.

A model of a drydock which has been in service for well over a century was also found. The drydock was built of granite blocks supported by oak lags driven into the ground by one of the first steam-driven pile drivers in operation.

A number of these historical items, long an integral part of the Yard, will be retained in the New York area; a few will be placed with other nearby commands.

The remainder will be sent to the Navy's Curator for exhibition in the Naval Historical Display Center in the Washington Navy Yard, where they will be memorialized along with such well known names as Jones, Farragut, Dewey, Nimitz and today's astronauts.

Leonard J. Johnson, JO2, USN

## THE BULLETIN BOARD

own individual account or a joint account with her husband. By becoming a member, the wife can continue to enjoy all of the credit union privileges, even after the death of her husband.

In addition to naming joint owners to your account, you may open separate accounts for members of your family according to the bylaws of your own credit union. (The rules vary in minor details from one credit union to another.) As owners of their own accounts, your dependents would be provided life savings insurance coverage equal to their share balances, up to the credit union's maximum.

Here again you may, if you wish, make yourself or you and your wife joint owners of the account.

**Allotments**—You may establish an allotment to your credit union for share purchases or loan payments, or both. The Navy Finance Center has assigned a code number to each credit union serving Navy personnel.

At present, there are 102 Navy credit unions established at naval activities in the continental U. S., Alaska and Hawaii. Most likely there is one at your base which you and members of your family may join. If in doubt, check your base telephone directory.

If none exists at your facility, an interested group might want to start the ball rolling in the establishment of one. They should confer with the legal assistance officer and then, if the project has his blessings, contact the Defense Credit Union Council, 20 E. St., NW, Washington, D. C.; or the Bureau of Federal Credit Unions, Department of Health, Education and Welfare, Washington, D. C.

You are eligible for membership in the Navy Federal Credit Union located in Washington, D. C. (one of the 102 mentioned above, and the largest in the world) if you are an officer in the Navy or Marine Corps stationed anywhere in the world, or if you are an enlisted man assigned to a Washington, D. C., activity without its own credit union.

Officers, enlisted personnel and civilian employees are eligible for membership in any of the other Navy credit unions if they are attached to, or employed by, the activity sponsoring the credit union.

Credit unions have been established for your benefit. They offer low

### All-Navy Cartoon Contest Charley Wise, HMCS, USN



"Oh, that reminds me . . . we'll be getting a new exec next month."

interest on loans, a good return for your savings, and life insurance at no direct cost. For further information on credit unions at Navy establishments, see your legal assistance officer.

### List of New Motion Pictures Available to Ships and Overseas Bases

A list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Top of the World* (3090): Adventure Drama; Dale Robertson, Evelyn Keep (Re-issue).

*Man with a Million* (3091): Comedy; Gregory Peck, John Bryan (Re-issue).

*Harlow* (3092) (C) (WS): Drama; Carol Baker.

*The Ipcress File* (3093) (C) (WS): Melodrama; Michael Caine, Susan Lloyd.

*Banana Peel* (3094) (WS): Comedy; Jeanne Moreau, Jean Paul Belmondo.

*Gunmen of the Rio Grande* (3095) (C) (WS): Western; Guy Madison, Madeline Lebeau.

*Act of Love* (3096): Drama; Kirk Douglas, Davy Robin (Re-issue).

*The Racket* (3097): Mystery Drama; Robert Mitchum, Elizabeth Scott (Re-issue).

*Tall in the Saddle* (3098): West-

ern; John Wayne, Ella Raines (Re-issue).

*Silver Chalice* (3099): Drama; Virginia Mayo, Jack Palance (Re-issue).

*In Harm's Way* (3100) (WS): Drama; John Wayne, Kirk Douglas.

*Dingaka* (3101) (C) (WS): Melodrama; Stanley Baker, Juliet Prowse.

*The Collector* (3102) (C): Drama; Terence Stamp, Samantha Eggar.

*Ravishing Idiot* (3103): Comedy; Anthony Perkins, Brigitte Bardot.

*Trail Street* (3104): Western; Randolph Scott, Anne Jeffreys (Re-issue).

*Return of the Badman* (3105): Western; Randolph Scott, Robert Ryan (Re-issue).

*Dangerous Profession* (3106): Mystery Drama; George Raft, Ella Raines (Re-issue).

*Dishonored* (3107): Mystery Drama; Victor McLaglen, Marlene Dietrich (Re-issue).

*Seven Slaves against the World* (3108) (C) (WS): Melodrama; Roger Browne, Gordon Mitchell.

*The Wonderful World of the Brothers Grimm* (3109) (C) (WS): Comedy Fantasy; Laurence Harvey, Claire Bloom.

*Swingers' Paradise* (3110) (C) (WS): Comedy; Cliff Richard, Walter Slezak.

*What's New Pussycat?* (3111) (C): Comedy; Peter Sellers, Romy Schneider.

*Night Song* (3112): Drama; Dana Andrews, Merle Oberon (Re-issue).

*Las Vegas Story* (3113): Drama; Victor Mature, Jane Russell (Re-issue).

*A Tree grows in Brooklyn* (3114): Drama; Dorothy McGuire, Joan Blondell (Re-issue).

*Riffraff* (3115): Adventure Drama; Pat O'Brien, Anne Jeffreys (Re-issue).

*The Glory Guys* (3116) (C) (WS): Western; Tom Tryon, Harve Presnell.

*The Great Sioux Massacre* (3117) (C) (WS): Action Drama; Joseph Cotton, Darren McGavin.

*Revenge of the Gladiators* (3118) (C) (WS): Melodrama; Roger Browne, Scilla Gabel.

*Harlow* (3119): Drama; Carol Lynley, Efrem Zimbalist, Jr.

*Invitation to Happiness* (3120): Drama; Irene Dunne, Fred MacMurray (Re-issue).

*Rulers of the Sea* (3121): Drama;



Douglas Fairbanks, Jr., Margaret Lockwood (Re-issue).

*Walk Softly Stranger* (3122): Drama; Joseph Cotten, Spring Byington (Re-issue).

*Not as a Stranger* (3123): Drama; Frank Sinatra, Robert Mitchum (Re-issue).

*Marriage on the Rocks* (3124) (C) (WS): Comedy; Deborah Kerr, Frank Sinatra.

*A High Wind in Jamaica* (3125) (C) (WS): Drama; Anthony Quinn.

*Mozambique* (3126) (C) (WS): Suspense Drama; Steve Cochran, Hildegard Neff.

*Sealed Cargo* (3127): Adventure Drama; Dana Andrews (Re-issue).

*Angel Face* (3128): Mystery Drama; Robert Mitchum, Jean Simmons (Re-issue).

*Nocturne* (3129): Mystery Drama; Virginia Huston, George Raft (Re-issue).

## Hawaiian Housing Rates Higher Than Reported

In the Bulletin Board section of the October issue of ALL HANDS, a report on living conditions in Hawaii listed incorrect rental rates for public quarters.

Although the source for the figures used was dated only a few months earlier, the recent raise in rental rates for substandard housing has since changed the picture considerably.

The increase in rates, which was directed by the Department of Defense in accordance with a Bureau of the Budget Circular, became effective 1 Oct 1965. It is being effected in four increments, the last one being 1 Jul 1966. On that date, the following rates will apply for public quarters: one bedroom, \$92.50; two bedrooms, \$108.00; three bedrooms, \$129.25. This is in contrast to the former rates of \$55.50, \$68.00 and \$78.75 respectively, as quoted in ALL HANDS.

However, regardless of the new rates, in no case will the actual rental charge exceed the Navyman's Basic Allowance for Quarters.

## Correspondence Courses

One new and nine revised correspondence courses have been issued for the use of Navyman. Three are for the use of officers, six for enlisted men and one is for both officer and enlisted personnel.

The new course is OCC, Appro-

priation and Cost Accounting, NavPers 10984-A.

The revised courses are:

- OCC, Electronics Administration and Supply, NavPers 10926-B; supersedes NavPers 10926-A.

- OCC, Shipboard Electronics Equipments, NavPers 10762-B; supersedes NavPers 10762-A1.

- OCC/ECC, Disaster Control, NavPers 10440, supersedes 10746-1 and NavPers 91212-A.

- ECC, Builder 1 & C, NavPers 91586-2, supersedes NavPers 91586-1B.

- ECC, Seaman, NavPers 91240-1D, supersedes NavPers 91240-1C.

- ECC, Personnelman 3 & 2, NavPers 91420-1C, supersedes NavPers 91420-1B.

- ECC, Molder 3 & 2, NavPers 91554-1B, supersedes NavPers 91554-1A.

- ECC, Parachute Rigger, 1 & C, NavPers 91606-1B, supersedes NavPers 91606-1A.

- ECC, Stewardsman, NavPers 91691-1F, supersedes NavPers 91691-1E.

## Own Sales Pitch Sells JO

Nothing can be more convincing to an audience than a salesman demonstrating that he believes his own sales pitch.

There is no doubt in the minds of Armed Forces Network radio listeners that Journalist First Class John Harris, a disk jockey stationed in Toipei, Formosa, believes what he says when he discusses the merits of a Navy career.

Not too long ago, Harris, between such appropriate recordings as "Reenlistment Blues" and "Money Burns a Hole in My Pockets," had a few glowing words to say about the Navy.

Then he introduced his CO, Captain Charles Hollinshead, USN, Commanding Officer of Headquarters Support Activity Toipei. Both raised their right hands and Harris repeated the magic words after Captain Hollinshead. By the time the program was concluded, Harris had shipped over and his career had grown another hashmark.



## Reservists in Some Rates May Make Shift to USN

Full-time active duty Reservists (including TARs) who want to remain on active duty or enlist in the Regular Navy may do so provided their change in status will not produce an imbalance in the over-all distribution of naval personnel.

Here are the requirements:

- You must be recommended by your commanding officer.

- You must be serving on active duty. Temporary active duty and active duty for training don't count.

- You cannot be over 40 years of age, and you must be able to complete 20 years of service by the time you reach 51 years of age.

If you have served less than 21 months of active duty at the time you enlist in the Regular Navy, you may enlist only for six years. However, if you have served 21 or more months on active duty, you have the choice of enlisting either for four or six years.

Reservists (except TARs) will be accepted in the Regular Navy at the same pay grade and rating held as when they were Reserves.

For TARs, however, it's a slightly different story. They may enlist in the Regular Navy when they have completed their obligated service only if they are in one of the following open rates:

|  |                 |
|--|-----------------|
| QM1 QM2 QM3                            | PMC PM1 PM2 PM3 |
| SM2 SM3                                | EAC EA1 EA2 EA3 |
| RD2 RD3                                | CE2 CE3         |
| STC ST1 ST2 ST3                        | EOC EO1 EO2 EO3 |
| TM3                                    | CM2 CM3         |
| MN3                                    | BUC BU1 BU2 BU3 |
| GMG2 GMG3                              | SW2 SW3         |
| GMM3                                   | UT2 UT3         |
| GMT3                                   | ADJ3            |
| FTC FT1 FT2 FT3                        | AT2 AT3         |
| ETC ET1 ET2 ET3                        | AO3             |
| DSC DS1 DS2 DS3                        | AC3             |
| OM2 OM3                                | AE3             |
| RM2 RM3                                | PR3             |
| CTC CT1 CT2 CT3                        | AG3             |
| (Excluding A and O<br>branches of E-7) | TD3             |
| YN3                                    | ABE2 ABE3       |
| CYN3                                   | AQ1 AQ2 AQ3     |
| MAC MA1 MA2 MA3                        | AME3            |
| SK3                                    | AMH3            |
| CS3                                    | PH2 PH3         |
| MM2 MM3                                | PTC PT1 PT2 PT3 |
| EN1 EN2 EN3                            | AXC AX1 AX2 AX3 |
| BT2 BT3                                | HMC HM1 HM2 HM3 |
| EM3                                    | SN SA SR        |
| IC2 IC3                                | FN FA FR        |
| SFM2 SFM3                              | CN CP CR        |
| SFP2 SFP3                              | AN AA AR        |
| DC1 DC2 DC3                            | TN TA TR        |

# First List of Shore Duty Commencement Dates for '66

WITH THE NEW YEAR comes another round of rotations for many Navymen, who will be abandoning the brine in favor of a lean-to on the beach. Personnel planners in the Bureau of Naval Personnel have devoted many hours of toil to updating the Seavey system, which regulates the sea to shore transfers.

One product of their efforts is the Seavey A-66 sea duty commencement date cutoff list. This list establishes the sea duty commencement dates for shore duty eligibility.

Also, as reported in the January ALL HANDS, the rotation system has been revised. Check the Bulletin Board section of last month's issue for details.

If your continuous tour of sea duty commenced in or before the month and year specified for your rate and rating on the accompanying list, and if you satisfy two other requirements,

you are eligible for shore duty. In addition to satisfying the required time at sea for your rate and rating, you must:

- Be in an "on board for duty" status at your present command, and
- Have an active duty obligation extending to May 1968 or beyond.

All Seavey ratings are listed on the A-66 list. The six ratings omitted (AC, AG, CT, MA, MU and TD) are not controlled by the Seavey system, but come under the direct rotational control of the Chief of Naval Personnel. The AG rating was placed in this category effective with Seavey A-66, as were the two top enlisted pay grades in all ratings. Rotation procedures and tour lengths for E-8/E-9 petty officers will be published separately.

One major change in procedure has been made to the system, effective with Seavey A-66. Although the sea duty commencement date has

long been used to determine an individual's eligibility for shore duty, selections from the Seavey waiting list have been made according to the active duty base date rather than the length of time spent at sea.

This has been changed. Hereafter, assignment priority will be determined on the basis of length of time served at sea. Waiting lists maintained in the Bureau of Naval Personnel will be programmed accordingly. Only in cases where those in the same rate and rating who are being considered for assignment ashore have the same sea duty commencement dates will the active duty base date be used to establish a priority.

One note: Men holding a conversion PNEC (XX99) will be considered as serving in the rating to which they are converting.

Your personnelman can help you with further questions concerning your particular case.

## Cutoff Dates For SeaVey A-66

| Rate  | Date   | Rate  | Date   | Rate  | Date   | Rate  | Date   | Rate  | Date   | Rate     | Date   |
|-------|--------|-------|--------|-------|--------|-------|--------|-------|--------|----------|--------|
| ABEC  | May 63 | AMSC  | May 63 | AX2   | Apr 63 | CET2  | Jan 63 | DM2   | May 64 | EOH3     | Jun 64 |
| ABFC  | Jun 63 | AME1  | Dec 63 | AX3   | Jun 63 | CEW2  | Feb 64 | DM3   | Jun 64 | EON3     | Mar 64 |
| ABHC  | Mar 63 | AMH1  | May 63 | AXAN  | Jun 63 | CEP3  | Jun 63 | DMSN  | Jun 64 | EOHCN    | Jun 64 |
| ABE1  | Feb 62 | AMS1  | Mar 63 |       |        | CES3  | Jan 64 |       |        | EONCN    | Mar 64 |
| ABF1  | May 63 | AME2  | Dec 63 | AZC   | Jun 64 | CET3  | Dec 62 | DSC   | Jan 64 |          |        |
| ABH1  | Mar 63 | AMH2  | Feb 63 | AZ1   | Jun 64 | CEW3  | Nav 63 | DS1   | Jan 64 | ETC      | Apr 63 |
| ABE2  | Oct 62 | AMS2  | Feb 63 | AZ2   | Jun 64 | CEPCN | Jun 63 | DS2   | Jun 64 | ET1      | Apr 63 |
| ABF2  | Nav 62 | AME3  | Jun 64 | AZ3   | Jun 64 | CESCN | Sep 63 | DS3   | Jun 64 | ETN2     | Dec 62 |
| ABH2  | Mar 63 | AMH3  | Oct 63 | AZAN  | Jun 64 | CETCN | Dec 62 | DSSN  | Jun 64 | ETR2     | Dec 62 |
| ABE3  | Mar 63 | AMS3  | Jan 64 |       |        | CEWCN | Nav 63 |       |        | ETN3     | Dec 62 |
| ABF3  | Mar 63 | AMEAN | Jun 64 | BMC   | Aug 61 |       |        | DTC   | Jul 63 | ETR3     | Dec 62 |
| ABH3  | May 63 | AMHAN | Oct 63 | BM1   | Jan 59 | CMC   | Aug 63 | DT1   | Jul 63 | ETNSN    | Dec 62 |
| ABEAN | Mar 63 | AMSAN | Sep 63 | BM2   | Aug 58 | CM1   | Aug 62 | DT2   | Oct 63 | ETRSN    | Dec 62 |
| ABFAN | Mar 63 |       |        | BM3   | Jun 58 | CMA2  | Aug 62 | DT3   | Oct 63 |          |        |
| ABHAN | May 63 | AOC   | Feb 63 | BMSN  | Jun 58 | CMH2  | Jan 61 | DN    | Oct 63 |          |        |
|       |        | AO1   | Jan 63 |       |        | CMA3  | Mar 64 |       |        | FTC      | Apr 62 |
| ADJC  | Sep 63 | AO2   | Mar 63 | BRC   | May 59 | CMH3  | Apr 64 | EAC   | Sep 63 | FTG1     | Jan 62 |
| ADRC  | Sep 63 | AO3   | Mar 64 | BR1   | Apr 59 | CMACN | Mar 64 | EA1   | Nav 62 | FTM1     | Jun 61 |
| ADJ1  | Mar 63 | AOAN  | Jun 64 |       |        | CMHCN | Oct 63 | EAD2  | Nav 62 | FTG2     | Jun 61 |
| ADR1  | Sep 63 |       |        | BTC   | Aug 59 |       |        | EAS2  | Nov 62 | FTM2     | Jun 61 |
| ADJ2  | Mar 63 | AQC   | Jun 64 | BT1   | Apr 58 | CSC   | Aug 62 | EAD3  | Nov 62 | FTG3     | Mar 60 |
| ADR2  | Mar 63 | AQ1   | Jun 64 | BT2   | Apr 58 | CS1   | Dec 61 | EAS3  | Jul 63 | FTM3     | Mar 60 |
| ADJ3  | Jun 64 | AQB2  | Jun 64 | BT3   | Nav 60 | CS2   | Nav 61 | EADCN | Nov 62 | FTGSN    | Mar 60 |
| ADR3  | Sep 63 | AQF2  | Jun 64 | BTFN  | Nav 60 | CS3   | Jun 64 | EASCN | Jul 63 | FTMSN    | Mar 60 |
| ADJAN | Jun 64 | AQB3  | Jun 64 |       |        | CSSN  | Jun 64 |       |        | NEC 1143 | Jan 64 |
| ADLAN | Sep 63 | AQF3  | Apr 64 | BUC   | Aug 62 |       |        | EMC   | Dec 60 | NEC 1144 | Jan 64 |
| AEC   | Jul 63 | AQBAN | Jun 64 | BU1   | Feb 62 |       |        | EM1   | Mar 59 |          |        |
| AE1   | Nav 63 | AQFAN | Apr 64 | BUH2  | Apr 61 | DCC   | Nav 61 | EM2   | Sep 59 | GMGC     | Aug 61 |
| AE2   | Jun 63 |       |        | BUL2  | Aug 60 | DC1   | Feb 59 | EM3   | Jun 62 | GMG1     | Dec 58 |
| AE3   | Jun 64 | ATC   | Nav 63 | BUR2  | Aug 60 | DC2   | Feb 59 | EMFN  | Jun 62 | GMG2     | Dec 58 |
| AEAN  | Jun 64 | AT1   | Dec 63 | BUH3  | Feb 64 | DC3   | Sep 62 |       |        | GMG3     | Dec 59 |
|       |        | ATN2  | Sep 63 | BUL3  | Feb 63 | DCFN  | Sep 62 | ENC   | Sep 60 | GMGSN    | Dec 59 |
| AKC   | May 64 | ATR2  | Sep 63 | BUR3  | Oct 62 |       |        | EN1   | Jan 59 |          |        |
| AK1   | Nav 63 | ATN3  | Sep 63 | BUHCN | Feb 64 | DKC   | Jan 63 | EN2   | Jan 59 | GMMC     | Jun 61 |
| AK2   | May 64 | ATR3  | Sep 63 | BULCN | Feb 63 | DK1   | May 62 | EN3   | Aug 62 | GMM1     | Jun 61 |
| AK3   | Jun 64 | ATNAN | Sep 63 | BURCN | Oct 62 | DK2   | Nav 61 | ENFN  | Aug 62 | GMM2     | Jan 60 |
| AKAN  | Jun 64 | ATRAN | Sep 63 |       |        | DK3   | Jun 64 |       |        | GMM3     | Mar 60 |
|       |        |       |        | CEC   | Jun 64 | DKSN  | Jun 64 | EOC   | Jul 62 | GMMSN    | Mar 60 |
| AMEC  | Dec 63 | AXC   | Apr 63 | CE1   | Jul 63 |       |        | EO1   | May 63 |          |        |
| AMHC  | Feb 63 | AX1   | Apr 63 | CEP2  | May 63 | DMC   | May 64 | EOH2  | Sep 63 | GMTC     | Oct 63 |
|       |        |       |        | CES2  | Mar 63 | DM1   | May 64 | EON2  | Mar 64 | GMT1     | Oct 63 |



| Rate  | Date   | Rate | Date   | Rate | Date   | Rate | Date   | Rate  | Date   | Rate  | Date   |
|-------|--------|------|--------|------|--------|------|--------|-------|--------|-------|--------|
| GMT2  | Dec 62 | MLC  | Jul 61 | OMSN | Jan 61 | PT2  | Jun 63 | SFMFN | Feb 61 | SWE3  | Nov 62 |
| GMT3  | Jun 64 | ML1  | Sep 60 |      |        | PT3  | Sep 63 | SFPFN | Nov 60 | SWF3  | Nov 62 |
| GMTSN | Jun 64 | ML2  | Mar 58 | PCC  | Feb 62 | PTAN | Sep 63 |       |        | SWECN | Nov 62 |
|       |        | ML3  | Mar 61 | PC1  | Jan 62 |      |        | SHC   | Jan 64 | SWFCN | Nov 62 |
| HMC   | Oct 63 | MLFN | Mar 61 | PC2  | Sep 61 | QMC  | Aug 61 | SH1   | Feb 59 |       |        |
| HM1   | Oct 63 |      |        | PC3  | Nov 62 | QM1  | Nov 59 | SH2   | Nov 58 | TMC   | Nov 61 |
| HM2   | Oct 63 | MMC  | Dec 59 | PCSN | Nov 62 | QM2  | Nov 59 | SH3   | Nov 58 | TM1   | Jul 61 |
| HM3   | Oct 63 | MM1  | Jan 58 |      |        | QM3  | Sep 61 | SHSN  | Nov 58 | TM2   | Jul 60 |
| HN    | Oct 63 | MM2  | Mar 59 | PHC  | Jun 64 | QMSN | Sep 61 |       |        | TM3   | Oct 60 |
|       |        | MM3  | Dec 61 | PH1  | Jun 64 |      |        | SKC   | Aug 61 | TMSN  | Oct 60 |
| ICC   | Apr 61 | MMFN | Dec 61 | PH2  | Jun 64 | RDC  | Apr 61 | SK1   | Sep 61 |       |        |
| IC1   | Mar 60 |      |        | PH3  | Jun 64 | RD1  | Dec 59 | SK2   | Mar 61 | UTC   | Mar 62 |
| IC2   | Apr 60 | MNC  | Sep 62 | PHAN | Jun 64 | RD2  | Oct 59 | SK3   | Apr 63 | UT1   | Mar 61 |
| IC3   | Oct 62 | MN1  | Sep 62 |      |        | RD3  | Nov 61 | SKSN  | Apr 63 | UTA2  | Jul 60 |
| ICFN  | Nov 62 | MN2  | Dec 62 | PMC  | May 61 | RDSN | Nov 61 |       |        | UT82  | Jul 60 |
|       |        | MN3  | Apr 63 | PM1  | Nov 60 |      |        | SMC   | Feb 62 | UTP2  | Jul 60 |
| IMC   | Sep 61 | MNSN | Apr 63 | PM2  | Nov 60 | RMC  | Jul 62 | SM1   | Jul 58 | UTW2  | Jul 60 |
| IM1   | Jan 62 |      |        | PM3  | Nov 60 | RM1  | Jul 61 | SM2   | Jun 58 | UTA3  | Jun 62 |
| IM2   | Apr 60 | MRC  | Apr 62 | PMFN | Nov 60 | RM2  | Jul 62 | SM3   | Apr 58 | UT83  | Oct 62 |
| IM3   | Jun 60 | MR1  | Mar 60 |      |        | RM3  | Dec 62 | SMSN  | Apr 58 | UTP3  | Jun 62 |
| IMSN  | Jun 60 | MR2  | Oct 61 | PNC  | May 64 | RMSN | Dec 62 |       |        | UTW3  | Mar 63 |
|       |        | MR3  | Dec 61 | PN1  | May 64 |      |        | STC   | Oct 61 | UTACN | Jun 62 |
| JOC   | May 64 | MRFN | Dec 61 | PN2  | Jun 64 | SDC  | Nov 62 | ST1   | Oct 61 | UT8CN | Oct 62 |
| JO1   | May 64 |      |        | PN3  | Jun 64 | SD1  | Aug 60 | STG2  | Feb 62 | UTPCN | Jun 62 |
| JO2   | Jun 64 | MTC  | May 63 | PNSN | Jun 64 | SD2  | Feb 60 | STS2  | Feb 62 | UTWCN | Mar 63 |
| JO3   | Jun 64 | MT1  | Apr 63 |      |        | SD3  | Jun 59 | STG3  | Jul 61 |       |        |
| JOSN  | Jun 64 | MT2  | Apr 62 | PRC  | May 63 | TN   | Jul 62 | STS3  | Jul 61 | YNC   | Mar 63 |
|       |        | MT3  | Nov 62 | PR1  | Jan 64 |      |        | STG5N | Jul 61 | YN1   | Apr 63 |
| LIC   | Aug 62 | MTSN | Oct 62 | PR2  | May 63 | SFC  | Oct 59 | STSSN | Jul 61 | YN2   | Jul 63 |
| LI1   | Dec 60 |      |        | PR3  | Sep 63 | SF1  | Apr 58 |       |        | YN3   | Jun 64 |
| LI2   | Mar 62 | OMC  | Dec 61 | PRAN | Sep 63 | SFM2 | Dec 59 | SWC   | Sep 60 | YNSN  | Jun 64 |
| LI3   | Jun 64 | OM1  | Jan 61 |      |        | SFP2 | Jun 58 | SW1   | Aug 59 |       |        |
| LISN  | Jun 64 | OM2  | Jan 61 | PTC  | Oct 63 | SFM3 | Feb 61 | SWE2  | Dec 59 | CYN3  | Jul 63 |
|       |        | OM3  | Jan 61 | PT1  | Jun 63 | SFP3 | Dec 60 | SWF2  | Jan 60 | CYNSN | Jul 63 |

## Naval Ships and Aircraft

Tracking down photographs and vital statistics on Navy ships and aircraft has kept author James C. Fahey occupied since 1939, when he published his first edition of *The Ships and Aircraft of the U.S. Fleet*.

In 1958 he published the seventh edition of this valuable reference handbook, and now the long-awaited eighth edition is off the

presses and is now available.

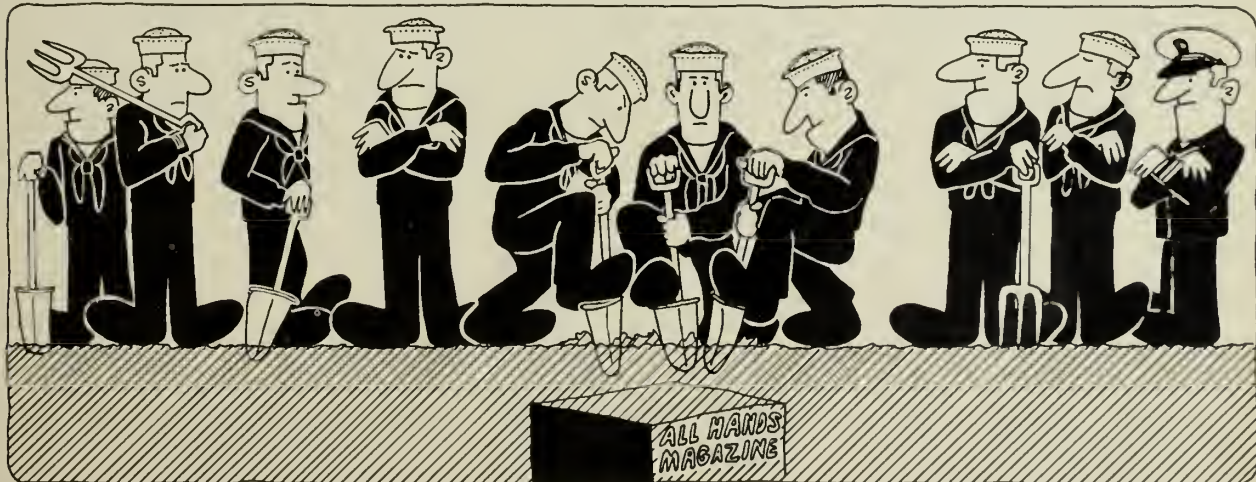
Like its predecessors, the eighth edition is a complete listing, by name and type, of every ship used by the U.S. Navy, Coast Guard and Military Sea Transportation Service. Data includes year built, displacement, dimensions, machinery, armament, complement and builder.

Aircraft coverage includes missiles, airplanes and helicopters by

type, Navy designator, popular name, builder and performance.

Illustrated by more than 300 photographs, the 1965 edition of "Fahey's Guide," as it is popularly known, is 64 pages and is paper-bound.

It may be found in most ship or station libraries or, if you prefer your own copy, it may be ordered from the United States Naval Institute, Annapolis, Md.



THERE'S A GOLDMINE of information in ALL HANDS magazine—please see that each issue is seen by ten men.

# If You're Moving to the Riviera, You'll Enjoy This

IF YOU ARE ASSIGNED to duty in the Sixth Fleet flagship, count your blessings for its home port is Villefranche, France—one of the most picturesque villages of the Riviera.

You will not only have it good in your home port but you will find that one of the collateral functions of the Sixth Fleet is to provide an opportunity for officers and men in the U. S. Atlantic Fleet to visit various Mediterranean countries and become familiar with their national customs, social habits, traditions and histories and to make friends with their citizens.

It so happens that the countries whose customs you are urged to study are the same countries that thousands of tourists spend millions of dollars each year to visit.

The village of Villefranche dates from the 12th and 13th centuries and has retained much of the medieval appearance. It is only a few miles from Nice and around 12 miles west of Monaco. Its climate is typically Mediterranean. Summer temperatures are frequently above 100 but the winter temperatures, although occasionally dropping to the freezing point, rarely bring snow.

You can take your choice of summer or winter sports in Villefranche for the Mediterranean is at your front doorstep and the hills behind the town rise to the main ridge of the Alps.

As a member of the United States armed forces, you do not need a passport to enter France. If you want to travel elsewhere in Europe while on leave, however, you should have one, for some countries require them.

Your dependents will need a passport to enter France and must have a valid passport with them at all times while they are in Europe.

You can obtain information regarding passports by writing the Bureau of Naval Personnel, Passport Section, Wing 8, Arlington Annex, Washington, D. C. 20370. This section will provide you and your dependents with application forms and process the completed forms through the State Department.

If you or your dependents have never before been issued a United States passport; a certified birth certificate must accompany the application. This should be obtained as soon as you reasonably expect to go

to France. If you have held a passport from some other foreign tour or travel, you must surrender it when an application is made for a new one. If it has already been surrendered, include the number of the passport in the new application.

It usually takes at least three weeks to process passport applications, so start the ball rolling as quickly as possible.

Minor children may be included on their mother's passport. If a mother has occasion to travel without the children, however, this can lead to complications. (Under such conditions, separate passports for the children might be necessary.)

Check your nearest medical facility to find out what immunizations are necessary and start getting them as soon as you can in order to have the full series. While you are at it, have your shot record brought up to date. Information on this subject can be found in BuMed Inst. 6230.1 series and from any field office of the Public Health or from BuPers.

If your wife is pregnant or if there's a baby in the family, check the travel limitations for pregnant women and the minimum age for infant travel.

## SHIPMENT OF HOUSEHOLD AND PERSONAL EFFECTS

Some useful tips concerning household effects and their transfer can be found in NAVSANDA Publication 380 (*It's Your Move*). This booklet can be obtained from the nearest supply activity that handles shipment of household goods—the same activity that will arrange to pack, ship and

store your household goods and personal effects.

Household goods and personal effects are usually shipped via commercial means from Bayonne, N. J., to Marseille, France and shipment requires about two months. Those who have tried it say this is about the same length of time to receive items they have sent by express. Some, however, consider express a safer method of shipping valuables such as silverware.

## AUTOMOBILE SHIPMENT

Permission to bring a privately owned automobile to Villefranche must be obtained by writing to either Commander Sixth Fleet or the commanding officer of the Fleet flagship.

If you receive permission to bring your car, your further action will depend upon whether you fly or sail to France. Pertinent information may be obtained from the nearest household goods transportation office concerning the shipment of your car.

You must carry a minimum of \$102,000 third party liability insurance per accident in France. If you are insured by an American company, be certain the policy is actually issued before you leave and that the necessary international insurance card (green card) is in your possession. If an American policy is not issued before your departure and you do not have the green card with you, you will have to insure with a local company after your arrival.

This would be no great calamity for officers, for the rates are about the same as those which apply to cars operated on the eastern seaboard of the United States. For enlisted men, however, the rate is roughly double (a word to the wise), due to the high accident rate of enlisted men in Europe.

Cars brought to the Villefranche area must be registered according to Combined Forces regulations within 10 days after the car arrives. The Naval Support Activity is responsible for registering cars and the process involves a safety inspection and purchase of an AMEXCO Customs Document which will cost three dollars and be valid for one year. This document will authorize passage of your car across all foreign borders listed on the international insurance card.

A Combined Forces license plate

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"We're out of acid in the battery shop. Can we have some of your coffee?"



will also be issued and is valid during your tour in France and for 30 days after your return to the United States.

Combined Forces drivers' licenses are issued to servicemen and their dependents who hold valid stateside licenses. The Combined Forces license is also valid for 30 days after you return to the States.

If you buy gasoline at French gasoline stations without the benefit of military gasoline coupons, it will cost you about 80 cents. The coupons, which are issued monthly in amounts corresponding to the size of your auto, will bring the cost down to about 18 cents per gallon at certain stations throughout France. This allowance is generous and can be increased when you take leave.

Before you drive in France, acquaint yourself with the local regulations. They are not much different from those in most of the United States, but you will find very few stop streets—cars approaching from the right usually have the right of way. Watch out for bikes, motorcycles and motor scooters. They are numerous and have the same rights as automobiles on the road.

#### TRAVEL TO FRANCE

Most Navymen travel with their families to France by commercial facilities, either sea or air. Sea passengers usually land at Cannes while air passengers land at Nice. Passengers arriving at Cannes are met by representatives of NSA Villefranche and, usually, by a member of the Navy Wives' Club. The representative will see you through customs and to a hotel. If for some reason, you are not met, telephone NSA. The number is 80, 78, 62 or 63.

Steamship companies permit a reasonable amount of cabin luggage. Three suitcases per person are standard. Hold baggage is also permitted with 25 cubic feet for an adult and half that for a child being the usual amount. In terms of Navy footlockers, 25 cubic feet equals four.

Hotel accommodations in New York should be made in advance if you expect to use them. If you let NSA Villefranche know your space requirements, they will be glad to handle the European arrangements.

#### U. S. NAVAL SUPPORT ACTIVITY

The U. S. Naval Support Activity at Villefranche performs administrative functions and operates a supply office, commissary store, post office,

#### All-Navy Cartoon Contest Charley Wise, HMCS, USN



"Set the watch? Where will I find it?"

dispensary and an elementary school. All the activities are in Villefranche except the dispensary which is about halfway between Nice and Villefranche and the school which is in the neighboring village of Beaulieu.

The administrative office is ready to provide communication facilities and transportation for dependents and transients, as well as domestic and public relations assistance. It also includes a housing office which maintains liaison with local landlords who have property for rent and advises Navy families concerning the local rental practices.

The supply office arranges the shipment of household goods and privately owned vehicles and operates a check cashing and money exchange. The commissary is stocked with staple items such as dry provisions, canned goods, baby food and a few exchange items such as toiletries. There is also a special order service which can be used to purchase appliances and other catalog items.

The dispensary provides outpatient care to dependents and a limited amount of inpatient care, mostly on an emergency or short-term basis. It does not have facilities for obstetrical cases although prenatal care can be given there. Actual delivery must be left to local French doctors or military air transportation will be furnished expectant mothers to the U. S. Army hospital at Landstuhl, Germany, or the U. S. Naval Hospital at Naples if they wish to go there. Travel must be done at least three

weeks before the expected delivery and cannot be undertaken again for three weeks after delivery.

The elementary school at Beaulieu (about two miles from Villefranche) includes grades one through eight and takes children who are six years old before 31 December of the year in which the school year commences.

High school students may attend the American High School at Dreux Air Force Base about 20 miles from Paris. Boarding costs (about 50 dollars per month) must be borne by the child's sponsor. Those who don't want to travel to the vicinity of Paris for their high school have the alternative of taking correspondence courses at home and being tested at the Navy elementary school.

There are wives' clubs at Villefranche and scout activities as well as church-connected activities. There are no service clubs or service theaters at Villefranche, however. Movies are shown for dependents at the USO in Nice.

Entertainment is plentiful throughout the year, however. During the tourist season there are numerous festivals. Probably the most famous is the pre-Lenten Mardi Gras at Nice. Within a few hours' drive from Nice there are numerous mountain villages still unfrequented by tourists, where breathtaking Alpine scenery is commonplace. During the winter, ski enthusiasts will find several well-known resorts within easy driving distance from Nice.

The flagship is away from home port about 75 per cent of the time and many Navy wives follow it from port to port seeing Europe in the process. This, of course, can run into money, but it doesn't take the ladies long to learn where they can find accommodations for much less than is charged in the tourist traps.

#### HOUSING AND WHAT TO BRING

You can rent a house—or "villa"—around Villefranche either furnished or unfurnished. If it is furnished, you can have almost any degree of furnishings. Villas and apartments are, generally speaking, smaller than they are in the States and are usually short of storage and closet space. An efficiency apartment usually costs about \$100. Apartments with two or three bedrooms usually cost from 150 dollars to 250 dollars. Villas begin at 150 dollars and up depending upon how luxuriously you want to live. Oddly enough, there is not a great

deal of difference in price between furnished and unfurnished villas.

To protect themselves in the summer rental rise, most families in Villefranche lease their living quarters for a year. A system of passing villas and apartments along to newly arrived Americans has helped, but be prepared for a long search and less than U. S. standards.

If you bring your furniture and find a furnished apartment or villa you like, some landlords will store part of your furniture for you. They will also occasionally furnish items for an unfurnished house, if desired.

An American-made refrigerator/freezer will be useful since French refrigerators are small and have very small freezing compartments.

Think twice before you bring electric clocks, electric stoves, dryers and TV sets. They are expensive to convert and electric stoves are expensive to operate. Most families bring non-automatic washing machines because of cycle difference in French and U. S. current. Also avoid anything heavy that hangs on the wall such as pictures and mirrors. Excessive weight suspended from the wall could well result in wall damage for which you would be charged. French landlords check their property carefully for damage at the expiration of the lease.

You should bring curtains, linens, dishes, silver and glassware. Floors are frequently of marble or tile which makes rugs useful, particularly to people with small children still in the falling stage.

## CLOTHING

The uniform of the day for officers and CPOs is service dress blue from October until May. During the remainder of the year it is tropical white long. Service dress khaki is used only as a traveling uniform. You will probably need four or five sets of whites because dry cleaning facilities are poor in many Mediterranean ports. Dry cleaning, laundry and pressing facilities are, of course, available on board ship for military personnel.

You may want to leave your measurements back home so you can order uniforms if they are needed while overseas. Although you can have them made by local tailors, the results may not be satisfactory.

Civilian clothes are worn on shore leave. Bring those you have. The liberty uniform for enlisted men is

service blue bravo with white hat during most of the year. Both service dress white and tropical white long are worn during the summer months. You will need about 10 suits of whites. Civilian clothes may not be stored aboard ship.

## USEFUL INFORMATION

The standard electrical current at Villefranche is 220 volts. Some older buildings, however, still have 110-volt circuits and, in rare cases, 230 or 240 volts. American household appliances can be used in conjunction with a step-down transformer. Transformers can be purchased at commissary stores or from local merchants.

American appliances are made to work on 60-cycle current and French current is 50-cycle. Clocks, phonographs, and the like have to be adapted to make them run properly. In the case of clocks, it is easier simply not to use American-made electric clocks. In the case of phonographs, adaptation is a fairly simple process. Electricity is expensive so electric stoves and clothes dryers may send you to the poor house. Most people use gas.

The local currency is the franc. Its current rate of exchange is in the neighborhood of 4.85 francs to the dollar.

If your wife needs help around the house, she can hire a full-time maid. She can even find domestic help to live in and do routine household duties, including the care of children. (The wage scale for domestic help at Villefranche is increasing but it is still within the realm of possibility

for many Navy families.)

Employers of domestic help are required to comply with French Social Security laws and you can find out all about this from NSA where you can also find a help listing.

## Tattooing Can Be Painful Path to Hospital Visit

"Some years back," a Navy reader writes, "I recall reading an article on the subject of tattoos. Is it true that tattoos can be a menace to health?"

The inquiry sponsored a check into the records and a visit to the Bureau of Medicine and Surgery. This is what ALL HANDS learned.

Although tattooing dates back at least as far as 2000 BC when the Egyptians employed the art, it is today considered a potential health menace. It is not at all uncommon for Navymen on liberty to drop in at a tattoo studio with the idea of receiving what they consider an identification of a true salt. But often this may begin a chain of events causing a debilitating or permanent disease. Perhaps one of the most common complications is a long-lasting and annoying skin disease which develops due to the mercury in the red dye.

Several years ago some well attested outbreaks of a liver disease, characterized by jaundice, were traced to tattooing establishments. It was noted that this disease, a form of hepatitis, was only one of several found transmitted through tattooing. In addition, syphilis, blood poisoning, skin tuberculosis, malaria and even leprosy have been identified with the ancient art. Here is how it can happen.

Proper tattooing requires that the skin be penetrated deep enough to draw blood. And this, of course, enables any disease organisms on the needle to enter directly into the blood stream. Too frequently, however tattooists are either ignorant of, or indifferent to, sterilization methods and other health precautions. Therefore, infected blood may be transferred from one customer to others by the needles.

As an example, one tattoo studio was found in a shabby building located directly over a shooting gallery. Aside from the dye contain-

All-Navy Cartoon Contest  
William R. Maul, CTCA, USN



"Oh, Uh . . . Hi there, Boats . . . How's  
. . . Uh . . . How's tricks?"



ers, which were found open and covered with dust, the vibrator—the instrument used for tattooing—was rusted, corroded and covered with dried human skin from persons tattooed in previous months. The proprietor admitted to using only one type of antiseptic during the entire process—witch hazel.

There are, of course, control measures presently in effect to enforce cleanliness and sterilization—generally only in the larger cities. But this doesn't necessarily mean that the tattoo establishment will be hospital clean. Therefore, your chances of picking up a disease, though somewhat less than several years ago, are still quite high.

Doctors agree that instruments exposed to the hepatitis virus can be sterilized only by a thorough cleansing followed by 15 minutes or more of boiling. If the tattoo artists do take pains to sterilize their instruments, the extent of their efforts usually is limited to inserting the needles in, or cleaning them with, alcohol or some other mild antiseptic.

Not everyone infected with hepatitis virus in unsanitary studios will be affected physically. Some will be carriers—transmitters of the disease. Should they again be tattooed, however, they may contaminate the equipment and subject other people to infection.

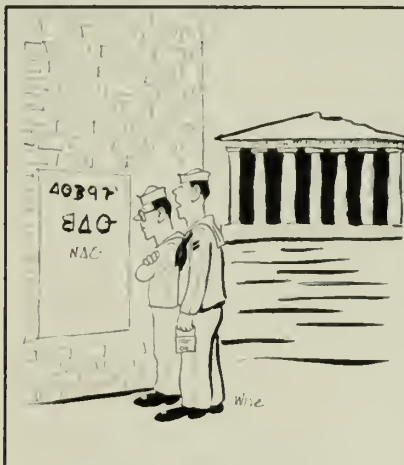
Oftentimes the sailor who is tattooed in his youth has afterthoughts about the tattoo as he grows older. Since the dye is imbedded into the deep skin layers, the only effective means of removing the tattoo is by plastic surgery which can involve a great deal of time and expense.

## Check Rules on Mobile Homes Before Making a Move

Navy men who plan to sell their mobile homes in the foreseeable future would do well to investigate whether or not the state in which they live or to which they may be transferred has restrictions governing mobile homes offered for sale within that state's jurisdiction.

California, for example, does have such restrictions. Its regulations include travel trailers, camp cars and other vehicles used for human habitation which were manufactured after 1 Sep 1958 and which contain plumbing, heat producing or electri-

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"It's all Greek to me."

cal equipment.

The state is interested primarily in seeing that trailers sold within its jurisdiction meet commonsense standards for safe and sanitary housing with regard to wiring, plumbing and

heating.

In the past, there have been a number of Navy men and other military people who have arrived in California, mobile home in tow, with the expectation of selling it before leaving the state. In a number of cases, the trailers failed to comply with California's standards.

Thus, if you plan to take a trailer to California with the expectation of selling it while there, you would do well to check with your prospective base family housing office, base personnel office or other local organization which might be expected to furnish a summary of state requirements for mobile homes.

If information is not available from any of these sources, the State of California Department of Industrial Relations, Division of Housing, at 455 Golden Gate Ave., San Francisco, Calif. 94102, has a publication on the subject entitled *Rules and Regulations for Plumbing, Heating and Electrical Equipment in Mobile-homes*.

## WAY BACK WHEN

### Godfrey Chevalier

The Naval Aviation Museum of NAS Pensacola not long ago received some aviator's wings, an officer's sword and a few other items to add to its collection. At one time, these had belonged to Naval Aviator number seven, Lieutenant Commander Godfrey de Courcelles Chevalier.

As naval aviation history buffs know, LCDR Chevalier helped develop the arresting gear which made possible one of our strongest weapons of offense and defense—the aircraft carrier.

For example on 26 Oct 1922, he became the

first person in the U. S. Navy to land on any ship while it was underway. This event took place on the Navy's first aircraft carrier USS Langley (CV 1).

Those days of flying were a time of learning, a time of trial and error and considerable risk. And to say it was demanding is an understatement.

But LCDR Chevalier liked flying, and he had many a duty assignment which involved just that. When the U. S. entered World War I, he landed in France with the first U. S. Armed Forces detachment in the country, Naval Aeronautic Detachment One. For this, the French Government conferred knighthood upon him by awarding him the Legion of Honor. He also received the Croix de Guerre with Palm.

Upon his return to the U. S., he was assigned several other flying billets. For example, Chevalier had command of a group of naval aviators assigned to train in landplanes under Army direction at Langley Field, Va. Later he was assigned more flying duty at Mineola, N. Y., and still later at Carlstrom Field, Fla. All this training was necessary in order to fly planes on and off a carrier. And during this period, he worked with this same group of Naval Aviators in developing and testing the arresting gear.

Then he was assigned to Norfolk, Va., for the fitting out of the carrier Langley. That October, he made the historic first landing on the carrier's deck. And in less than a month, he was killed in a crash near Norfolk.



# Service Numbers Have a New Look, But Job Remains the Same

**E**NLISTED service numbers have a new look as of 1 December.

Since 1918, when the service number system was adopted, you could not judge a Navyman's longevity by his service number. A recruit might have a lower number than a chief with many years' service.

No one lost sleep over this fact because low service numbers—unlike low license plate numbers—have no prestige value. The number itself, and what it does for a man, is the important thing.

Service numbers assigned to recruits entering the Navy after 1 Dec 1965, however, are telltale indicators of their owners' neophyte status. Instead of seven digits, they are six digits preceded by a letter.

No discrimination between boot and salt is intended. The new numbering system has been adopted simply because the Navy has run out of numbers to use under the old system.

A service number might be considered personal property—the same one is never used twice. Once a number has been assigned to an individual, it remains the primary identification for his service record even after death or separation from the Navy.

When the Navy started using numbers to identify service records during the World War I buildup of military forces, the system helped cure many shortcomings of the existing alphabetized system.

At the time, permanent service record files were arranged alphabetically by component, such as "Regulars," "Reserves" and "National Naval Volunteers." The files contained jackets of every man who had served in the Navy since 1885.

The big increase resulting from the draft act required more paperwork than the Bureau of Navigation—as BuPers was then known—could handle under existing methods. In addition, separate files for each component resulted in frequent duplication of records as men changed from one component to another during the war.

The successful solution to the problem was found in a BuNav recommendation, subsequently approved, that the several alphabetical files be combined into a single alphabetical system, and that a seven-digit

number be assigned to each jacket, never to be duplicated or reassigned to another individual in the naval service.

After a few kinks were ironed out, today's system was evolved, whereby blocks of numbers are assigned to recruiting stations and naval district headquarters. Recruiters assign a number to each person accepted for service. When a recruiter's block of numbers is used up, he is assigned another block.

If a recruiting activity is deactivated, the unused numbers are recalled by BuPers and held for eventual reassignment to other stations. Because of this, a low number does not necessarily mean an early enlistment.

The service number system has proved its value in three ways:

- It serves as an excellent means of identification. The Bureau receives numerous letters, telegrams and reports with names either illegible or misspelled. Yet, in every instance where the service number is given, the correct name can be determined readily and the proper action taken.

- The use of service numbers has enabled the Bureau to consolidate more than a million record jackets into one large file, resulting in untold savings of time, labor and money. Filing, recording information and correspondence can be handled more

efficiently, since little time is now needed to locate a desired record or to determine its existence.

- By being able to represent a man's name by a number, it is possible to take full advantage of new electronic data processing techniques for personnel control and administration.

The Navy has been using the nine-million block of the seven-digit number series for the past 10 years (plus lower numbers returned from the field and reassigned to recruiting activities). During this time, the Enlisted Services and Records Division of BuPers has been considering what series to use when the seven-digit group became exhausted.

Several proposals for extending the system were studied. One suggestion was to use the Social Security number. This idea had certain merit, but the advantages were outweighed by the administrative problems it would impose when converting all records to the new system.

Another possibility was to assign numbers in the 10-million series, but this idea was also discarded because the increase of digits from seven to eight would also present problems.

Consequently, the new service number for enlisted personnel is still composed of seven characters, consisting of a letter from the alphabet followed by a six-digit number. The number will continue to be arranged in the standard Navy format of three/two/two; for example, B10 00 00, D23 06 57 or F31 00 65.

Not all letters of the alphabet will be used, because of possible confusion between such letters as E and F or U and V, or with other identification numbers such as Veterans Administration claim numbers or NROTC student numbers.

The first series being assigned is in the B10 00 00 to B99 99 99 series.

The new service numbers will identify the Navy recruiting area from which the member entered the Navy. The eight Navy recruiting areas will assign numbers whose first digit following the letter corresponds with the recruiting area.

For example, the first recruiting area will assign numbers in the B10 00 01 series; the second recruiting area in the B20 00 01 series. The exception will be numbers in the

## A New Film: *Why Vietnam*

A new film titled *Why Vietnam* has been released by the Department of Defense. The 32-minute black and white production concerns U. S. policy in Vietnam.

The motion picture opens with the President's address to the nation and the world on 25 Jul 1965, and then elaborates on the basic points. The explanations are illustrated by scenes showing the struggle in Southeast Asia.

The film concentrates on four basic points. They concern U. S. reasons for being in Vietnam, the strength of the U. S. commitment there, the policy on negotiations and the rejection of appeasement policies.

Prints (16 mm) may be obtained from armed forces film libraries.



B90 00 01 series. These will be assigned to members recruited outside the U. S. and to members acquiring enlisted status from a limited number of BuPers-controlled programs.

Although the service number is slightly altered, it will continue to perform the same valuable service to its holder as in the past. The jokes about being "nothing more than a number in the Navy" and "just another prisoner with a number" will probably continue, but only as jokes.

The lack of mistakes on service records and pay records resulting from the service number system is ample consolation for anyone who grudges having his name translated to a number.

• **GOVERNMENT HOUSING** — Almost any Navyman whose wife is also in the service, knows that neither he nor his wife is entitled to BAQ if he is on sea duty, and single quarters are available for his wife.

Many Navy men and their spouses, however, apparently overlook the fact that if they are otherwise qualified they may be assigned family quarters, when available.

If you are married to a service member, it would probably be to your advantage to check with your local base housing office concerning assignment to government quarters.

• **TUITION AID** — Recently it has been necessary to disapprove a number of officers' requests for retirement, because the officers had not completed their active duty obligation incurred by written agreement through participation in the Navy's Tuition Aid Program.

The annual DOD Appropriation Act requires that officers who partici-

pate in the Navy's Tuition Aid Program are obligated to remain on active duty for two years after completion of a course of instruction. Reimbursement to the government for tuition does not relieve officers of the active duty obligation to which they agreed in writing.

• **VIETNAM VOLUNTEERS**—Additional volunteers in certain ratings are needed for duty in Vietnam.

Those volunteers who are qualified for duty overseas, as specified in the *Transfer Manual*, Art. 6.21, and who are recommended by their CO, will be ordered to new billets or be scheduled as reliefs for men presently serving in Vietnam.

In addition to qualifying by rating, volunteers must:

- Be E-3 or above (includes strikers)
- Be 18 years or older
- Have a minimum of six months on active duty

The tour in Vietnam is 12 months, unaccompanied. Upon reassignment, all men departing Vietnam are given preference for choice of assignment for which eligible.

Volunteers should submit requests by letter, via their CO, to the Chief of Naval Personnel (Attn: Pers-B2125), referencing NavOp 19. Men in the following ratings are needed: BM, BU, CE, CM, CS, DC, EA, EN, EO, GMG, HM, QM, SH, SK, SW and UT.

• **NEC CHANGES**—The need for greater skill identification in some fields has produced changes in several NECs and new authorizations of career incentive (proficiency) pay.

On 1 January NEC RM 2342 was split into RM-2342, RM-2343 and RM-2344. Proficiency (specialty) pay was authorized for these NECs at the P-1-50 level.

Last November, NEC ST-0494 was split into ST-0494 and ST-0496 while NEC ST-0495 was split into ST-0495 and ST-0497. Pro pay was authorized for NECs ST-0496 and ST-0497 beginning 1 Nov 1965.

On the first day of January, everyone having NEC FT-1169 was automatically changed to NEC FT-1139. This action was taken so that all NECs for search radar equipment could be brought into a single series. Proficiency pay at the P-2 level was authorized for this NEC.

## QUIZ AWEIGH

Stars are a sailor's friends at sea. They have been used as navigational aids since as early as 600 B.C., when the Phoenicians were guided by the North Star while carrying on trade with Cornwall. On a clear night, while reflecting on the beauty of the stars, you may wish you knew more about them. Sample your star knowledge on this quiz and see if some reading up is in order.

1. The light we actually see from a star is (a) given off by the star, (b) reflected from the sun, (c) an optical illusion.



2. The sun is approximately 93 million miles from Earth, and is (a) the closest star to Earth, (b) a burning planet, (c) the largest star in the Universe.

3. Sirius, a star in the southern constellation Canis Major, is unique because (a) it is multicolored, (b) the song "Twinkle, Twinkle, Little Star" was written about it, (c) it is of greatest absolute brightness of those stars seen from Earth.

4. A constellation familiar to you will always appear in the same spot in the evening sky. True or false?



5. Ursa Major, a northern constellation, is more familiarly known as (a) the little dipper, (b) the big dipper, (c) Sagittarius.

6. Two of the above constellation's stars point to (a) Polaris, (b) Orion, (c) Gemini.

Answers to Quiz Aweigh may be found on page 64.

All-Navy Cartoon Contest  
George P. Brines, HN, USN



"Other than the reaction to those new pills, how's the cold?"

# LETTERS TO THE EDITOR

## Blue Bullnose

SIR: We need help. During the deployment of our ship as a unit of Operation Deepfreeze '65, we crossed the Antarctic Circle. A ceremony was promptly held to paint the ship's bullnose blue.

Now there seems to be some question about our authority to have a blue bullnose.

The general impression aboard—before the fact—was that the ship's bullnose can be painted blue upon crossing either polar circle, to signify the event. Furthermore, we understand that the custom is to leave it painted blue for six months.

Our search for written authorization, however, has proved fruitless. Have we been spoofed? Or is there something in writing on this subject?

We would appreciate any information you can pass on.—D. M. T., ENS, USN.

• No one we've contacted has heard of such a practice. Neither have we. Included in our contacts was the chief of the history and research division at Operation Deepfreeze headquarters. He advises that he is not aware of any precedent, either in the United States or foreign navies, for painting a ship's bullnose blue on crossing the Arctic circle.

However, the Argentine navy—and

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

*perhaps some others—conducts a ceremony, attended by Neptune and a suitable court, to initiate and properly indoctrinate those crossing the Antarctic circle.*

*A similar ceremony was considered by the U. S. Navy in the early days of Deep Freeze operations. But since U. S. vessels approaching Antarctica must cross the equator en route, resulting in the traditional initiation of pollywogs, it was decided that one such ordeal per voyage was sufficient.*

*Based on the lack of information in local Navy Department circles, we suggest the possibility that someone has confused the term bluenose with bullnose. As you know, bluenose certificates are awarded to crewmembers of a ship crossing the Arctic circle.*

*If such is not the case, some of our more experienced Fleet bluenoses might*

*recollect some details of other polar traditions and offer their comments.*  
—Ed.

## Equity Depends on Your Viewpoint

SIR: What was the rationale used when BuPers set eligibility dates for advancement to E-8 and E-9? I can't understand why it was necessary to use a system that is unfair to many CPOs. As an example, take my case:

I was advanced to E-7 on 16 May 1962, as a result of the February 1962 examination.

To be eligible for advancement to E-8, I must serve four years in rate. That means I should be eligible for E-8 on 16 May 1966, right?

The only trouble is, BuPers came out with an instruction which set 16 Jan 1966 as the cutoff date for competing in the 1965 E-8 exam. The January cutoff missed me by four months, since, as I say, I will not satisfy the required four years in rate until 16 May 1966. This means I must now wait another year to take the exam, and should I be successful, it would mean that I would have 54 months in rate as an E-7 before being advanced to E-8.

On the other hand, an individual who was advanced to E-7 a mere four months before me—that is, on 16 Jan 1962—was eligible for E-8 in 1965. He took the exam in August 1965. Let's say he was successful; since E-8 advancements were made on 16 November, this fellow will have served only 46 months as an E-7 before making E-8.

To further emphasize the disparity that exists here, I would like to point out that the individual who made E-7 only four months before me can serve a whole year as an E-8 before I have an opportunity to sew on the star.

I thought the Navy was an equal opportunity employer. Where's the equity in this?—R. P. G., YNC, USN.

• This is not the first time we've heard this argument. Unfortunately, those who support it are forgetting a few basic items that the people in BuPers' Advancement Section could not—in all fairness—forget.

First, consider this point: You were advanced from the February 1962 E-7 exam. Your running-mate-plus-four-months who was advanced on 16 January made it from the February 1961 exam—a full year before you earned your promotion.

True, he was not actually advanced to E-7 until four months before you. But was this his fault? No.

Although he had earned his promotion, the Navy could not, because of

**REAL SAILOR**—LT Art Murphy gets First Annual Atlantic Fleet Sailing Championship trophy. His five-man crew won two of five races, finished second twice and third once. Sailboat used was Mobjack Class fiberglass sloop.





budgetary considerations, make it effective for several months.

Furthermore, inasmuch as exams for E-7 and E-8/E-9 are not given on a common date (the workload at the Exam Center would not allow it), this factor and the increment advancement factor combined would make it very difficult to have everyone participate in the exam with minimum time in pay grade. It is obvious that some people will serve more than the minimum time.

With this in mind, BuPers has established a terminal eligibility date. This was done considering candidates in a "year group" fashion. As an example, BuPers is saying that an individual who successfully participated in the February 1961 exam should be eligible to attempt advancement to E-8 four years later, or in 1965.

Since advancements from the February 1961 exam were made in five increments (16 May, 16 July, 16 September and 16 Nov 1961, and 16 Jan 1962), it was necessary to establish the terminal eligibility date for "year group 1961" as 16 Jan 1966, or four years from the last advancement increment.

Let's suppose that the terminal eligibility date was stretched to 16 May 1966, as it appears you feel it should be. Where would that put you?

Seems it would have permitted you to take the E-8 exam in August 1965 (nine months before you had satisfied the required four years in pay grade), and had you been successful, it would have meant that you were advanced to E-8 after serving only 42 months as E-7, instead of the required 48. To quote an appropriate question we heard recently, where's the equity in this?

The fact that a terminal eligibility date for promotion in 1965 runs into 1966 may appear confusing. But, as explained, this is brought about by the old increment advancement system.

When CPOs who were rated from the February 1964 and subsequent exams become eligible for E-8, this point of confusion will be cleared. Since that date, all advancements are considered effective on the date of the first increment of a cycle when computing eligibility for future advancement. Thus, those advanced from the February 1964 exam will have an effective date of 16 May 1964 when computing time in pay grade for advancement eligibility, even if they were advanced on other than the first increment.

After this review, it is perhaps clear that the current system is designed to provide advancement opportunity to the maximum number of qualified individuals, while sticking as closely as possible to the ground rules.—Ed.

## Springfield in Venice

SIR: Last August, ALL HANDS carried an article on USS Springfield's visit to Venice which stated that CLG 7 was making her first visit to that city.

I believe, if you will check Springfield's deck log, you will find she visited Venice during the latter part of June 1962.—R. S. B., QMC, USN.

• We didn't even have to look up a deck log, we just checked the August 1963 issue of ALL HANDS to find an account of the end of Springfield's 30-month tour of duty as COMSIXTHFLT's flagship, including Venice.

Sorry about that.—Ed.

## Uncover and Cover

SIR: In the opinion of many, the biggest eyesore of a Navy inspection is the uncover cover evolution in ranks. In my capacity as adjutant at this air facility I have attempted, in the last 18 months, to become an authority on military formations, but have never been able to find the procedures or commands for the uncover cover evolution written anywhere. Consequently, we do not practice it. Nevertheless, at military inspections, the admirals ask us to perform this exercise.

I would like to know where this started and if it is an established or desired practice. If it is desired, why hasn't the Navy put it in writing?—S. E. A., LT, USN.

• It has. The procedures and commands for the uncover/cover evolution are described on page 56 of "Basic Military Requirements" (NavPers 10054-A). As far as the desirability of the evolution is concerned, you mentioned that the admirals "ask" you to perform the exercise. This, we believe, (and we think most Navy men would concur) makes the practice exceedingly desired.

The evolution is not, as you seem inclined to believe, merely an admiral's whim. You undoubtedly know that an

McMURDO STATION is site for statue of RADM Richard E. Byrd. Bust of bronze is set atop marble pedestal.



HANDSHAKE—Benjamin F. Jones, RM2, gets congratulations for selection as 3ND Sailor of Year for 1965.

inspecting officer is responsible for seeing that the requirements of "U.S. Navy Uniform Regulations" are met by the men in his command.

Included in "Uniform Regs" are articles concerning haircuts and cleanliness and proper ownership markings of hats. About the only way inspection could be made concerning these requirements would be to order the men to remove their hats.

According to BMR, here's how the evolution should be performed: "The commands are, 'Uncover, TWO.' At the command 'Uncover,' raise your right hand and arm as in the hand salute but grasp the brim of the hat with your fingers instead of touching your forehead. Hold this position until the command 'TWO' is given. Then return your hand and your hat to your side in the most direct manner. You may lift your hat slightly in order not to disturb your hair, but don't remove it with an exaggerated or sweeping motion. On the command 'Cover,' grasp the hat in both hands and place it squarely on your head. Drop the left hand to your side, keeping the right hand holding the hat brim. On the command 'TWO,' drop the right hand to your side."

Needless to say, the uncover/cover evolution is performed by unarmed men in formation. Men under arms would not normally do this because of the awkwardness involved. If the inspecting officer wanted to inspect hats and haircuts of armed men, he would probably request the formation commander to have his formation stack arms first.

If the evolution is an eyesore at your command, it may be because the men performing it haven't been sufficiently drilled in its execution. Since it is safe to assume the inspecting officer has a valid reason for making his request, it might be a good idea to brush up.—Ed.



DESTROYER OR CARRIER? USS *Halford* (DD 480) was one of five DDs which carried seaplanes during World War II.

## When Kingfishers Rode Greyhounds of the Sea

SIR: Sorry to contradict you, but I couldn't pass this one up. Your answer to H. J. S., YN1, on page 63 of the October issue, is wrong. There were aircraft catapults on three DDs during World War II. One of the DDs was *uss Halford* (DD 480). What say you?—Bill Dawson, YN1, USN.

SIR: Whoa! Don't be so quick to say there ain't no such animal as a destroyer with an aircraft catapult. It just ain't so. Such an installation was planned for five ships of the DD 445 (*Fletcher*) class—specifically, *uss Hutchins* (DD 476), *Pringle* (DD 477), *Stanly* (DD 478), *Stevens* (DD 479) and *Halford* (DD 480).

BuShips drawing number 305055, approved 12 Sep 1940, shows the modi-

fications necessary to suit airplane launching and handling in these ships. Essentially, the installation consisted of removing the after set of torpedo tubes, five-inch mount number 53 and the small deckhouse on the 01 level between mounts 53 and 54. The catapult was installed there.

Other modifications were necessary in the ship to provide spaces for aircraft magazines and fuel.

I have no idea if the installation was ever completed in all five ships. It was in at least one, for a photograph of *Halford* with the catapult appears in *Recognition—Pictorial Manual of Naval Vessels*, NavAer 00-80V-57, dated 15 Sep 1943. The photo is dated April 1943.

A note in *Jane's Fighting Ships*, 1946-

47, indicates that the idea was experimental and temporary.

There you have what light I can shed on the subject. Surely among ALL HANDS' readers there are some who served in or worked aboard these ships and can supply more information.—W. I. Milwee, Jr., LT, USN.

• *There are. Read on.*—Ed.

SIR: In your October issue you quote sources as stating that they had no record of aircraft catapults having been installed on destroyers. Your informants are ill informed.

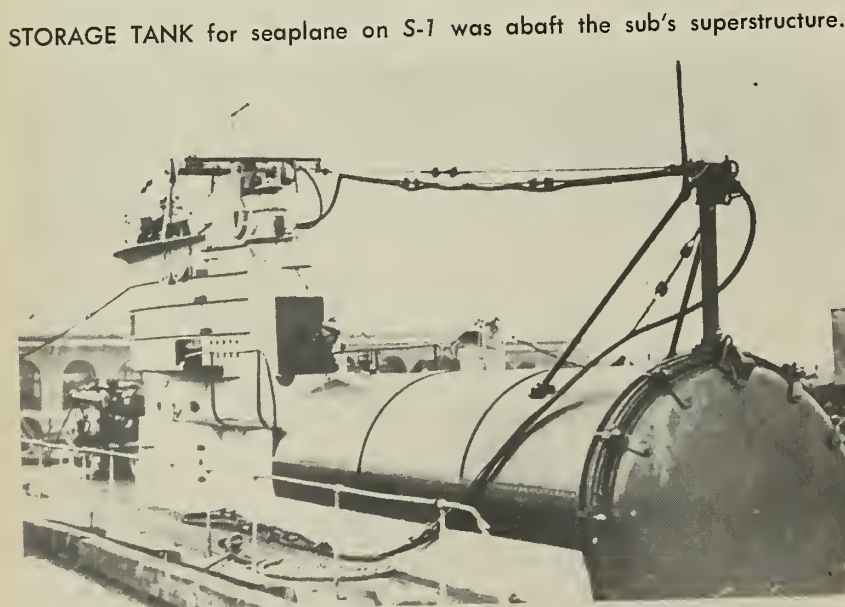
The first destroyer to be fitted with a catapult was apparently *uss Pringle* (DD 477). Her sister ships, *Stevens* (DD 479) and *Halford* (DD 480) also had them installed.

The following note is quoted from the *Dictionary of American Naval Fighting Ships*, Vol. 1, p. 304: "DDs 476-481 were planned with single rotating plane catapults with subsequent loss of one 5"/38 and one 21" quadruple torpedo tube mount."

It is my understanding that the plane carried was an OS2U. Photos exist of DD 479 showing the catapult. I believe DD 481 was fitted with a crane instead of the catapult. The aircraft were removed by a CNO planning directive in 1943.

In 1940, the four-piper *uss Noa* (DD 343) operated an XSOC-1 seaplane, using a crane or boom just forward of the after deckhouse. This installation is described and a photograph printed in the monograph *Flush Decks and Four Pipes*, published recently by the U. S. Naval Institute.

Even earlier, in 1923, *uss Charles Ausburn* (DD 294) mounted a seaplane on a rack forward of the bridge as a



STORAGE TANK for seaplane on S-1 was abaft the sub's superstructure.



sort of seakeeping experiment. I could find no evidence that the plane was ever flown. In fact, the commanding officer recommended that future seaplane installations not be made in that location.

You can tell H. J. S., YN1, that his memory is correct.—John D. Alden, CDR, USN.

• *Note: Commander Alden is the author of Flush Decks and Four Pipes, and has apparently done a good deal of research on the subject. But so have we this time around.—ED.*

SIR: In 1943, six Fletcher class destroyers were modified to carry an aircraft and catapult. This replaced the after bank of torpedo tubes, the number 3 and number 4 five-inch mounts and the 40mm gun in between.

The modification was temporary, as problems in recovering the aircraft were too great.—Cliff Burnstein.

SIR: I offer the following information: *Fahey's Ships and Aircraft of the U. S. Fleet, Victory Edition*, says that a rotating catapult replaced the after bank of torpedo tubes and number three gun mount on six of the Fletcher class DDs. A plane handling crane was fitted to port athwart their second stack.

After a series of tests they were refitted as standard five-gun Fletchers.

I have pictures of these ships in my collection, so I know they did exist.—Danny L. Rider, GMTCC, USN.

SIR: In regard to the question of aircraft catapults on destroyers, the four-stack destroyer USS *Noa* (DD 343) was fitted to carry a scout plane in 1939. No catapult was provided; the float plane was launched and recovered with a boom fitted to replace the mainmast.

As a result of tests conducted with *Noa*, aircraft and catapults were authorized on 27 May 1940 for six ships of the Fletcher class, but the program was unsuccessful as a combat technique and was cancelled in 1943.—H. N. Wallin, Jr., LCDR, USN.

• *It seems that we have created a monster, but an interesting one. The above letters are a sample of the bucketful we've received on this one subject since the October issue was distributed.*

*Bit by bit, we've been able to piece together the puzzle, and we have come up with the following:*

*Noa was the first destroyer with equipment similar to the later catapults, and was probably the direct forerunner of the catapult idea.*

*On 15 May 1940, during preliminary operations while Noa was at anchor in Harbor of Refuge, Del., the XSOC-1 aircraft she carried made an emergency flight. Lieutenant G. L. Heap, the pilot, flew a stricken crewman to the Philadelphia Naval Hospital.*

*Five days later, successful operations with the plane took place off the Delaware Capes. The plane was hoisted off the ship into the water for takeoff and recovered while the ship was underway.*

*The Secretary of the Navy, on 27 May 1940, directed that six destroyers of the Fletcher class be equipped with catapults, planes and other related equipment. Those ultimately chosen were Hutchins, Pringle, Stanly, Stevens Halford and Leutze.*

*USS Leutze (DD 481) was named in the planning, but never had the equipment aboard.*

*The other five destroyers were planned with single rotating plane catapults, similar to those used aboard cruisers and battleships. The plane used was the OS2U-3 Kingfisher, a seaplane used for Navy scout observation flights. The plane would be launched from the destroyer deck and be taken aboard at the end of its flight by a special crane, as on the cruisers.*

*However, the experiment was short-lived. Hutchins, Pringle and Stanly, all commissioned in late 1942, had the equipment aboard, Pringle, commissioned 15 Sep 1942, was the first to have it. But during testing a design malfunction was found in the hoisting gear, and the equipment was removed by order of CNO.*

*Stevens was commissioned 1 Feb 1943, a short time after the first three ships had their aircraft gear removed. The destroyer took a shakedown cruise off the Atlantic Coast, then reported for duty in the South Pacific that summer.*

*Between her commissioning and 15*

*July, the seaplane was successfully launched and recovered 48 times, making Stevens the first DD to have a fully operational plane and catapult.*

*Halford, the last of the group, was commissioned 10 Apr 1943, with a plane and catapult aboard. She also went to the South Pacific.*

*We were fortunate in locating Rear Admiral G. N. Johansen, USN (ret.), who, as a Lieutenant Commander, was CO of Halford from her commissioning to March 1944. He had quite a story to tell.*

*According to Admiral Johansen, the following armament was removed to make room for the catapult: one 5"/38 mount (mount 53); one quintuple torpedo tube mount; two twin 40mm guns and their directors; and three 20mm guns.*

*The magazine normally used for the five-inch gun was used to store the bombs and depth charges carried by the plane. The ship still carried the gun mount base and ammunition hoist after the conversion.*

*A tank for aviation fuel was built on the main deck, aft of the superstructure. It held 1780 gallons of aviation gas, and was surrounded by a cofferdam filled with CO2 for safety purposes.*

*A fuel line ran along the port side of the ship from the tank to the O1 level, where the fuel could be hosed into the plane.*

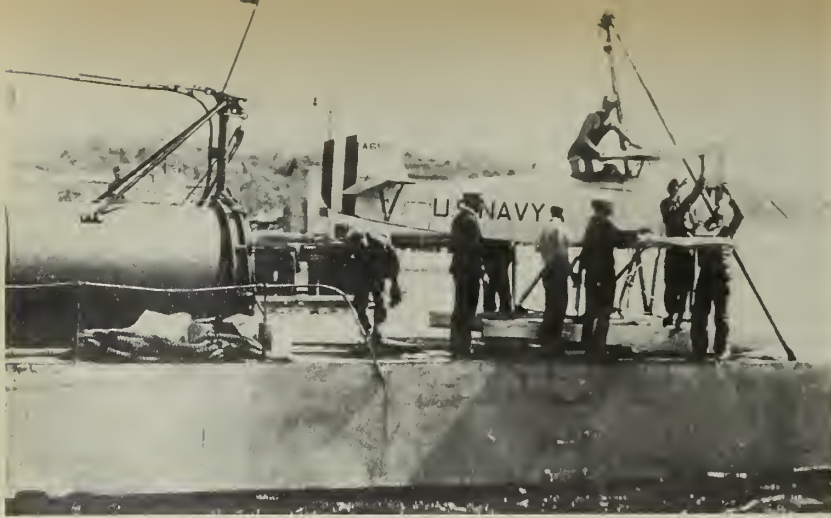
*The destroyer carried an aviation ordnanceman, an aviation mechanic and the pilot in addition to her regular crew. They had a compartment for tools and some spare parts.*

*Admiral Johansen told us the plane's*

USS STEVENS (DD 479) tows seaplane after 1943 flight. Plane had to approach ship from port side, where special crane was mounted near after stack.







CREWMEN of S-1 assemble XS-2 seaplane for flight in 1926. Planes could be quickly assembled or taken apart and stored in tank (left) when not in use.

missions were threefold—scouting, spotting and antisubmarine warfare.

In his role as a scout, the pilot would fly missions out of view of the destroyer in search of enemy shipping.

As a spotting plane for shore bombardment, the pilot would fly into position between the ships and the shoreline. He would radio information about targets and correctness of fire to the ships.

The plane carried depth charges and bombs for ASW, but only as an incidental armament, according to the admiral. If the pilot spotted an enemy periscope, or a submarine running on the surface, he had the necessary equipment for an attack. But the plane lacked the tracking gear present in other planes.

Aboard Halford, the OS2U was nearly always operational until its removal. Seven successful launchings and recoveries were logged between 10 Apr and 2 July 1943. Several more were later made in the South Pacific.

When Stevens and Halford first went west, they participated in the Marcus Island strikes. Halford also logged time near Wake Island. Stevens participated in the Tarawa strikes in September.

However, the two ships operated near Pearl Harbor on escort duty during most of their stay, presumably due to the presence of the seaplanes.

The aircraft aroused the curiosity of all who saw them. On one occasion, Halford was assigned to escort the British carrier HMS *Illustrious* to Pearl Harbor. During that trip the plane was used for ASW patrol flights.

On the way back to Pearl from the Marcus Island strike, their carrier task group watched the Stevens and Halford aircraft perform.

Admiral Johansen also used the plane for mail runs when the ship was at sea for extended periods of time.

However, the planes had several drawbacks. They were slow, with a top speed of "about 125 knots with a good

tailwind," and were sitting ducks for Japanese fighter pilots.

The actual retrieval of the plane also endangered the ship and her crew. During hoisting the ship had to be almost at a standstill, making her a good target for enemy submarines.

The ships could launch the plane in any weather—and did, except in heavy seas or when visibility was at a minimum, but retrieving it posed many problems.

Unlike the cruisers and battlewagons, the small 2100-ton DDs were unable to make large "slicks" for the plane to land on. (This is done by coming about. When the stern swings around, it makes a smooth area suitable for landing small planes of the OS2U type.)

Another problem involving the DD's size was heavy seas. If the ship was rolling while the crane was lifting the plane aboard, there was usually some damage to the plane—from hitting the after stack.

In many instances the parts kept aboard the destroyer were enough to fix any damage incurred, but Admiral Johansen recalls a few times when the ship had to return to Pearl Harbor for repairs on the craft before it could be used again.

And while the planes were versatile enough, the launch equipment wasn't. The planes had to be launched to starboard and recovered to port.

Still another danger was the highly volatile aviation gas. As Admiral Johansen put it, "I would have been awfully worried if we took a hit aft."

As a result, Stevens and Halford were ordered back to the States for removal of the aircraft gear and conversion to standard Fletcher class DDs. The increased firepower was needed more than the planes.

The two ships left Mare Island on 6 Dec 1943 for the South Pacific, thus ending that short era of seaplanes on destroyers.

But the story of planes aboard small ships does not end here. Going back further than most of us can recall, Cap'n Mossbottom notwithstanding, we found that a destroyer and a submarine were equipped with planes in 1923.

As CDR Alden has stated, *uss Charles Ausburn* (DD 294) was equipped with a seaplane in 1923. The mounting took place at Hampton Roads, Va., on 29 August. Two days later a crew from the Naval Air Station and the carrier *Langley* came aboard the destroyer to make some changes in the cradle which held the plane.

On 1 Sep 1923, *Ausburn* went to sea for experimental operations and battle practice with the Scouting Fleet.

No mention is made of the plane ever operating from the destroyer.

After World War I, the Navy considered the possibility of basing float aircraft on submarines, to be used as scout observation planes. The S-1 (SS

PRINGLE'S PLANE was removed after short time due to hoisting gear trouble.







FLIGHT QUARTERS aboard submarine finds plane ready to go. Rt: Plane approaches S-1 after flight on 24 Oct 1923.

105), an 854-ton boat, was chosen for that experiment, and a plane was put aboard her in 1923.

No date for the mounting is available, so we don't know who was first with an aircraft aboard.

The plane used was an MS-1, a small (1007-lb) aircraft which could be quickly assembled and disassembled as needed. When it was not in use, the plane was taken apart and stored in a special cylindrical pod on the submarine's main deck, abaft the conning tower (see pictures).

During testing of the MS-1, the plane was launched by submerging the submarines leaving the plane to take off from the water. Tests of the MS-1 were completed on 5 Nov 1923.

On 28 Jul 1926, another test was made by S-1, involving an XS-2 sea-plane, flown by Lieutenant D. C. Allen. The submarine surfaced and launched the plane. It later recovered the aircraft and submerged, completing the cycle.

Fifteen months later, in September 1927, experimentation with aircraft aboard submarines was abandoned, as the Secretary of the Navy approved a general board opinion "that the disadvantages of carrying an airplane aboard submarines . . . outweigh the advantages."

Our sources indicate that a few later experiments were made with planes aboard submarines, but no written record of them can be found. If there is more to tell, we're certain the Fleet will let us know.—Ed.

#### Cowpens One of the Vanished Great

SIR: I served on board USS Cowpens (CVL 25) for 21 months in the South Pacific during World War II. I have never seen her name mentioned in ALL HANDS or any other Navy publication since I left her in February 1946 and have often wondered what happened to her.

Perhaps you can give me a rundown on her operations since my departure. You might say I am a plankowner since

I helped put her in commission in the Philadelphia Navy Yard in 1943.—L. L. V., SW1, USNR.

• If you helped put Cowpens in commission and served in her until February 1946, you were present for most of the excitement during the carrier's lifetime. Cowpens was placed in commission in reserve at Mare Island on 3 Dec 1946 and was decommissioned 13 Jan 1947. She was stricken from the Navy Register in November 1959.

For those who may wonder why a CVL would be called Cowpens, it might be well to point out here that she bore the name of a battle fought during the American Revolution.

The ship was frequently called the "Mighty Moo" by members of her crew. Anyone else calling her by that name, however, usually found it advisable to smile while doing so.

After she was commissioned in 1943, Cowpens went into action in the Pacific and her itinerary reads like a history of the war against Japan.

During the period from late September to November 1943, she participated in softening up the defense of Wake Island and Tarawa. Late in December, when Cowpens was approaching the Marianas with a task force, a Japanese plane sighted the force while still 420 miles from its objective, and the force was attacked by wave after wave of torpedo planes.

Cowpens and the other U. S. carriers launched their first planes while under enemy attack. Even with this handicap, the United States ships scored heavily against the enemy, destroying 168 air-

craft, two freighters and small craft.

On another foray into the Marianas during the summer of 1944, Cowpens took part in the Marianas Turkey Shoot when swarms of Japanese planes attacked the U. S. ships. For the Japanese, the attack meant certain death for they had only enough fuel for a one-way trip. The enemy pilots were out to do the most possible damage. U. S. fighters, however, met the kamikazes head on and 402 enemy planes were lost in the ensuing battle.

Amazingly enough, not a single U. S. ship was seriously damaged. Seventeen U. S. planes were shot down.

It is ironic that the greatest damage done to Cowpens during the war was not inflicted by the Japanese but by mother nature. On 17 December 1944, a typhoon hit the carrier off the Philippines with winds up to 100 miles an hour.

The big ship rolled as much as 45 degrees. Topside gear tore loose and bombs in the forward magazine broke away and rolled crazily about. Men who attempted to secure the bombs had to jump up and hang from the overhead at times to avoid being crushed.

Tractors and planes broke loose from their lashings and careened wildly about the flight deck. A fighter belly tank caught fire from friction and the fire fighters had to lash themselves to the deck to avoid being washed overboard.

Cowpens survived the typhoon, however, and later was attached to a group of force group sent into Sagami Bay on 27 Aug 1945. The next day her planes flew passengers ashore to Atsugi which may have made the Cowpens' planes the first to land on Japanese soil after the war had ended.

When the Mighty Moo (we're smiling) retired, she had to her credit 22 and one-half months of fighting. She was awarded the Navy Unit Commendation for outstanding heroism in action against Japanese forces during the Pacific war and wore 11 battle stars on her Asiatic-Pacific area service ribbon.—Ed.

#### Travel Via MSTs

SIR: What are the prospects for obtaining space available travel on an MSTs vessel from the East to West Coast via the Panama Canal? —W. W. E., LCDR, USNR.

• Nought. MSTs vessels do not operate between the East and West Coast of the U. S.—Ed.



**This Bos'n Has the Final, Real Answer**

SIR: Occasionally ALL HANDS has printed letters concerning men who have advanced to a certain rate—especially chief—at a very young age or in a very short time. Each time, my entire deck crew becomes embroiled in a discussion as to the shortest time in which a man can possibly make rate, going through all the pay grades under the present rules.

Though the question may sound unimportant to some, I assure you it is not a dull subject. The initiated put great stock in the matter. Our discussion periods are monitored by two Corpsmen, who later carry the loser away in a Stokes stretcher.

Unfortunately, despite all the time and effort spent contemplating the problem, no one (so far as I know) has ever determined just what the shortest time is.

This is an appalling vacancy in the sum of human knowledge. Fortunately, I am prepared to fill it.

Herein find the last and absolute final word on how to make chief in the shortest possible time. I have made one concession to lucidity. I did not count hours or minutes.

To begin: According to present regulations a Navyman spends a minimum of three years as a PO1 before donning the hat. Plus two years as a second class and one year as PO3. Automatic advancements of certain "A" school graduates do not change the situation, as such advancements only become effective after the time in rate requirement has been met.

So a man must spend six years as a petty officer, plus the time he must spend in the nonrated grades.

Now, keep this principle in mind: If you are to make chief in minimum time you can't afford to spend any more time in each grade than absolutely necessary. Consequently, you must be advanced on the day you become eligible for advancement. All computations for time in rate for E-3 and below hinge on this one important fact.

Technically speaking, a Navyman must serve as E-3 for six months before becoming eligible for advancement to PO3. In practice, however, the regulations are more lenient. If a young sailor has less than six months in pay grade E-3 NavPers P-1430.7D allows him to compute his time by days, crediting him with one month for each 30 days served. A remainder of 16 days or more is also counted as one month.

In simple English, it is possible to spend only 166 days as an E-3. Thus, to spend the least possible time as a seaman, you must be advanced to E-3 on either 3 June or 17 December (18 December if your advancement to E-4 will come in June of a leap year). You will then be eligible for advancement to E-4 after serving the rock bottom

minimum time as an E-3. So much for that. Simple.

Time in grade for an E-2 before advancement to E-3 is six months; no ifs, ands, or buts. Consequently, to keep the advancement schedule meshing perfectly you must be promoted to E-2 on 3 December or 17 June. Unless, of course, you are to be advanced to PO3 on 16 May of a leap year, in which case you must make E-2 on 18 June. Still simple?

Not really, for it is precisely at this point—advancement to E-2—when complications set in. The following details are for the real CPO ladder-climbing expert. They probably won't make sense to anyone else.

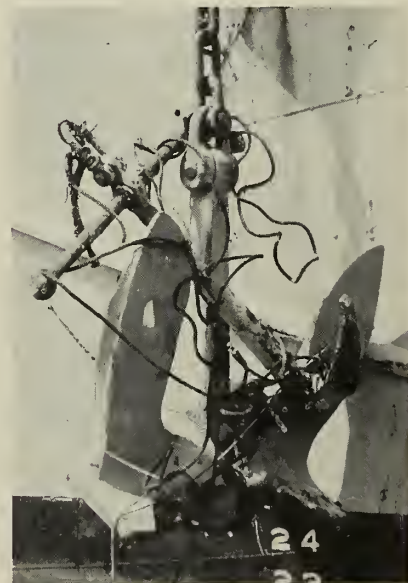
Normally, Regular Navy advancements to E-2 result from satisfactory completion of recruit training, and the promotion is effective upon graduation. At this point, one important factor must be taken into consideration: Recruit graduation ceremonies are almost invariably held on Friday.

Consequently, a Navyman may advance with minimum time in service *only* if (for a starter) his year of enlistment had a Friday, 17 June, or Friday, 3 December or (if the year preceded a leap year) a Friday, 18 June.

Incidentally, if you enlisted in the Navy before 1957 you didn't have the option of graduating from recruit training in June or December—not, at least, if you expected to make chief in minimum time. It had to be June. Otherwise, since CPO examinations were given only in the spring until 1964, your eventual promotion to chief would be thrown six months off schedule.

To continue: Recruit training normally lasts 10 weeks, less one weekend.

**ALL FOULED UP—USS Estes (AGC 12)** inadvertently went fishing in Subic Bay and caught extra anchor.



Or, to simplify the math, 68 days if all goes well. Break out the slide rule, and you'll find (if you are to graduate on the proper Friday) you must begin your formal boot training either on Monday, 11 April or Monday, 27 September. That'll be Monday, 12 April if the following year is a leap year.

Recently the duration of boot camp was shortened from 10 weeks to seven weeks. This being the case, men just now signing up for the first time must subtract three weeks from the dates in the preceding paragraph.

Furthermore, if you are to keep time to a minimum you must report to Receiving and Outfitting (R and O) the Friday before your first day of boot training. Friday morning, as a matter of fact. Minimum outfitting time is two days and Sunday is a holiday even for a recruit.

If all goes well, you can plan to leave recruit training ten weeks and one day after reporting. Keep in mind however, that recruit training is not planned for the convenience of the boot sailor and all may *not* go well.

If you intend to make chief in record time you can't afford to waste time sightseeing enroute from your place of enlistment to recruit training. You must enlist on the proper Friday morning in the vicinity of Great Lakes or San Diego and reports posthaste for training.

All in all, the minimum time (going through all pay grades) from civilian to CPO comes out to six years and six months, plus another 237 days. You can break down those days however you like, depending upon whether you prefer months of 30 days or 31 days in duration. Either way the final figure is close to seven years and 55 days.

If you were *really* out for a record, you might follow the same schedule with an eye to making CPO at the youngest possible age. All you need do—in addition to following the simple rules listed above—is have your 17th birthday fall on the day you must report to boot camp and, of course enlist and report early that day.

The youngest chief going up all the steps of the ladder would put on the hat at the age of 24 years and 55 days, give or take an hour or so.

And that settles that.—J. D. F., BM1, USN.

• *Sure it does. You're a brave man.*  
—ED.

**Five Brothers, USN**

SIR: A recent issue of ALL HANDS contained an article about families which had several members serving together in the Navy. I believe you have something to add.

My family includes five brothers on active duty. Furthermore, all are in the communications field. Besides myself, they are: Franklin Johnston, RM1; Wesley Johnston, ETN1; Orman C. Johnston, RM2; and Jerry Johnston,



ETNSR. Combined total service? About 28 years. So far.

I'd send you a photo, but two of us are on the west coast, two are east, and one is at NTC Great Lakes.—Edward Johnston, RM1, USN.

• A pat on the back to the Johnston family. Can anyone top this—Ed.

### Key West to Miami Again

SIR: As a native of the Florida Keys, I wish to correct a statement made on page 47 of the August edition of *ALL HANDS*.

My wife and I have often made the trip from our home in St. Petersburg to Marathon Key (54 miles above Key West) and all concerned can rest assured it is only 158 miles from Miami to Key West and not the 449 reported in *ALL HANDS*.

The highway is not a freeway but it is wide enough for safe driving. The average speed is 35 miles per hour because it is necessary to pass from one community into another. This speed allows time to enjoy the beautiful scenery of the keys.—A. H. M., RM1, USN.

• The 449 miles alluded to in the second paragraph of the August letter was more a sin against syntax than the result of a faulty odometer.

In the third paragraph, the distance between Key West and Miami was correctly estimated at about 150 miles. The letter said this twolane highway was heavily traveled by tourist cars.

Your letter gave the average speed on this highway as 35 miles per hour, which would make about four hours' driving time to Miami from Key West. R.O.S. apparently had to drive even slower because it sometimes took him as much as five hours to make the trip.

We'll assume, however, that R.O.S.

### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, *ALL HANDS* Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS Lexington (CV 2) and Air Groups—The 13th annual reunion will be held 22-25 June at the Hilton Inn, San Diego, Calif. For details, write to LCDR Walter D. Reed, USN (Ret.), 5608 Ocean View Drive, Oakland, Calif. 94618.

• USS LST 864—A reunion is planned for 15 March. Write to Richard B. Wathen, Citizens Trust Building, Jeffersonville, Ind. 47130.

• Commander Landing Ship Flo-tilla One—A reunion is planned for those on board in 1952 and 1953. For details, write to Henry Lyndel Stroud, 806 McGuire, Monroe, La.

was able to speed along at slightly more than 35 miles per hour and arrive in Miami four hours after leaving Key West. According to his letter, he would have to travel an additional 299 miles after reaching Miami because the recent mileage change doesn't authorize travel time for increments of less than 150 miles.

This, according to our round figure calculations, would make it necessary to reach a point 299 miles distant within the remaining four hours.—Ed.

### WO1 Raises Edged Question

SIR: According to U. S. Navy Regulations, all commissioned officers and

commissioned warrant officers are required to possess swords. Neither specifically mentions WO1 warrants in this connection.

As first-step warrants are not commissioned, I assume they are not required to have a sword. True? If so, are WO1s authorized to carry a sword as an optional item?—J. H. C., STC (SS), USN.

• Yes, it is true and no, they are not. Noncommissioned warrant officers are neither authorized nor required to wear swords.

If the sword—or any other item—were optional, "Uniform Regs" would say so.—Ed.

### Collar Devices for CPO

SIR: I would like to test the Fleet's reaction to an idea for collar devices. My suggestion is that the present anchor grade insignia be used on one collar, but that the other have a device similar to the man's rating badge. Chiefs could then be readily identifiable—as warrants are now—by specialty as well as rate.

I would also like to see the suggestion brought to the attention of the Uniform Board.—E. E. G., DCC, USN.

• We're more than happy to print your letter, and will be interested to see what the mail brings. But we rather doubt you'll have much luck. The Permanent Naval Uniform Board has already considered—and rejected—the idea.

The subject arose when the board was in the process of adopting the present CPO devices. The board considered the concept desirable, but decided it was outweighed by the cost and other associated problems involved in supplying the large number of specialty devices (there would be 65). Those considerations still apply.—Ed.

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# TAFFRAIL TALK

**A**N ALL HANDS reader, Robert Sickler, sent us an excerpt from a book he was reading entitled "Gems for the Fireside," which was published in 1885 by A. W. Mills in Tecumseh, Mich. It serves to illustrate as well as anything we have seen how a man's profession affects the way he sees things.

The piece concerns a sea captain who was asked by his wife to make a purchase while he was in the city. We pass it on to you with the thought that your wife (if you have one) might like to clip it out and secure it to the *bulkhead* approximately *admidships* between the *overhead* and the *deck*.

Can you figure what the captain's wife wanted him to buy?

Here is the captain's letter to his wife: "I saw one that I thought would suit you, black walnut hull, strong bulkheads, strengthened fore and aft with iron frame, ceiled with white wood and maple. Rigging, steel-wire-double on the rat line, and whipped wire on the lower stays and heavier cordage. Belaying pins of steel and well driven home.

"Length of taffrail over all, six foot two inches. Breadth of beam thirty-eight inches, depth of hold fourteen inches. This light draft makes the craft equally serviceable in high seas or low flats.

"It has two martingales, one for the light airs and zephyr winds and one for strong gusts and sudden squalls. Both are worked with foot rests, near the keelson, handy for the quartermaster and out o'sight of the passengers.

"The running gear from the hand rail to the cordage is made of white-wood and holly; works free and clear; strong enough for the requirements of a musical tornado and gentle enough for the requiem of a departing class.

"Hatches, black walnut; can be battened down; proof against ten-year-old boys and commercial drummers, or can be clewed up on occasion and sheeted home for a first-class instrumental cyclone.

"I sailed the craft a little and thought she had a list to starboard. Anyhow, I like the starboard side better than the port but the ship-keeper told me the owner had other craft of like tonnage awaiting sail or charter which were on an even keel."

Recognize the item the captain's wife had her heart set on? If you didn't fathom the description, here's the answer: a piano. Now reread the letter and you'll really appreciate the musical clues.

ALL HANDS thanks to Sickler and publisher Mills.

★ ★ ★

Speaking of salty speech, the genuine variety is much closer than a book published in 1885. *Trade Winds*, we're happy to learn, is again in circulation. This quarterly newsletter is edited by Richard W. Konter, an 83-year-old ex-chief radioman who retired on 30 in 1927. It goes out to all members of the U. S. Naval Ex-Apprentices Association—a group whose membership is comprised of Navy veterans of square-rigged, wooden frigate days.

Sample item from one of the readers: "For a long time I have been intending to send in some financial aid, but being a pensioner I'm usually close hauled on the port tack, and have to watch my chances to splice the main brace. So, enclosed find my \$3.00 dues to steady your helm."

*The All Hands Staff*

## The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible.

● **AT RIGHT: IN THE SWIM**—Aqua-naut Jay D. Skidmore, PHC, USN, dressed in wet suit, makes his way to diving platform for a swim down to Sealab II, 205 feet below the surface. Photo by Gerald R. Boling, JO1, USN.

### QUIZ AWEIGH ANSWERS

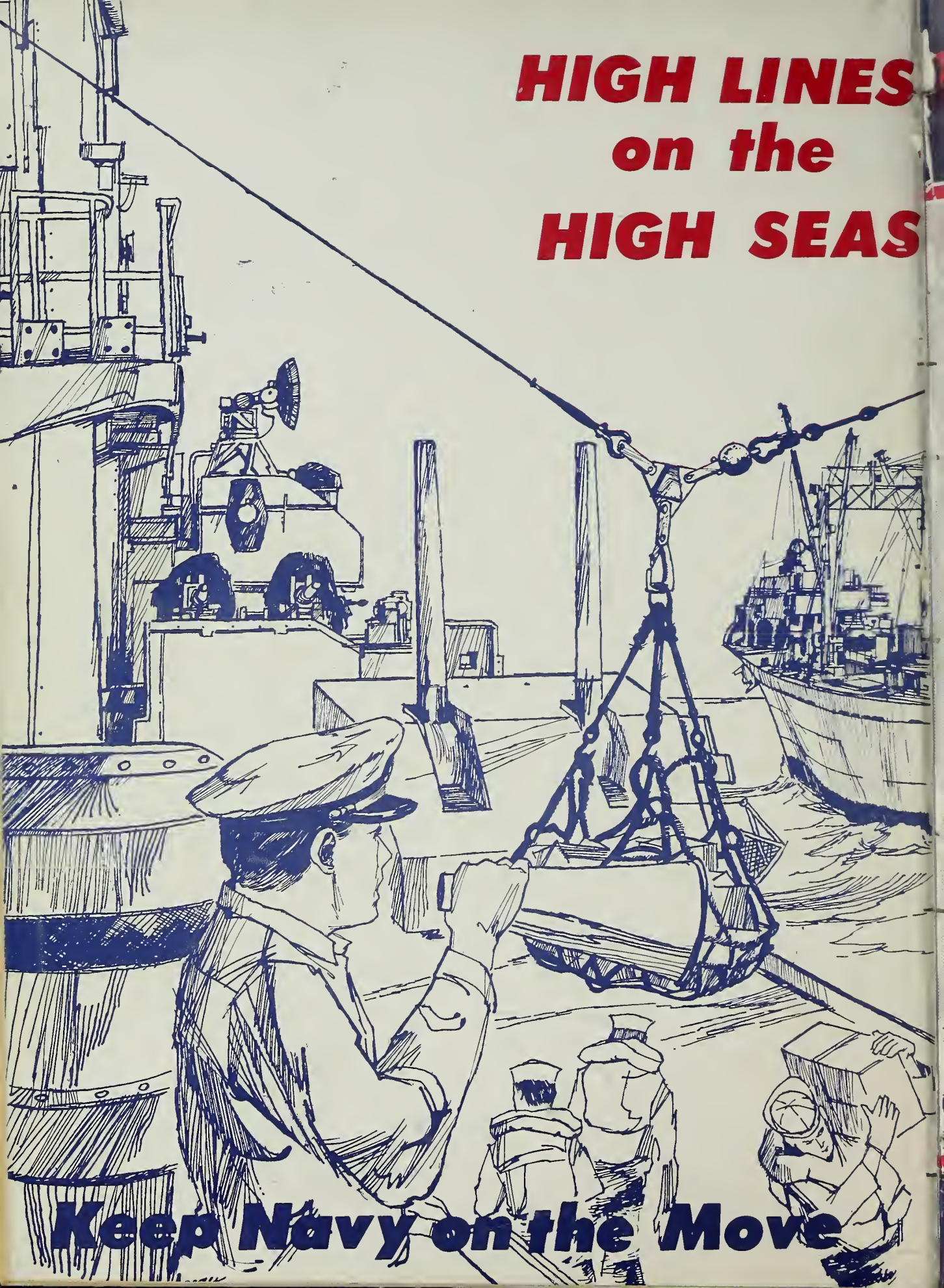
(Quiz Aweigh may be found on page 55.)

1. (a) Given off by the star.
2. (a) The closest star to Earth.
3. (c) It is of greatest absolute brightness of those stars seen from Earth.
4. False.
5. (b) The Big Dipper.
6. (a) Polaris.





# **HIGH LINES on the HIGH SEAS**



**Keep Navy on the Move**



# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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DESTROYERMAN



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for 10 readers. All should  
see it as soon as possible.

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MARCH 1966









# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MARCH 1966

Nav-Pers-O

NUMBER 590

## ALL HANDS

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The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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The Deputy Chief of Naval Personnel

CAPTAIN JOHN W. HIGGINS, Jr., USN

Assistant Chief for Morale Services

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Associate Editors

G. Vern Blasdel, News

Jerry Wolff, Research

Don Ador, Layout & Art

French Crawford Smith, Reserve

• FRONT COVER: THE DESTROYER NAVY—Artist Sasgen's sketch of destroyers on the high seas is a tribute to the versatile destrayerman and his ship. As members of an alert solty group they are always ready for the unexpected in peacetime as well as in wartime.

• AT LEFT: GREYHOUND WATCHDOG—USS Gearing (DD 710) patrols the seas equipped with DASH and the latest ASW gear. She is typical of the Fleet's many destrayers that not only perform ASW missions but also are found on a variety of jabs from shore bambordment to rescue missions.

• CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense phatos unless otherwise designated.

# The Greyhound: It's the

ONE QUESTION is repeated almost monotonously at the Providence, R. I., bus station on any given Sunday night.

You hear it over and over again and, if you're in uniform, you will almost certainly have it asked of you many times. It is the standard opener for conversation, and it demonstrates, in a way, the small town atmosphere that pervades the lives of Navy destroyermen.

The question: "What ship are you heading for?"

Although Providence sees many destroyermen on weekends, most of them fall into one of two categories. Some are on liberty from Newport, R. I., and others are en route to duty on a Newport-based ship of the Cruiser-Destroyer Force, U.S. Atlantic Fleet.

On Sunday evenings both varieties converge on the bus station and board the express for a jerky 40-mile ride to the naval base.

The trip is anything but dull. Each departing bus will likely be filled to capacity with Navymen in uniform, except for a few who change at the last minute and stow their liberty mufti in the Newport locker club.



Inside the bus, as might not be expected on a late evening journey, there is considerable hubbub, and hardly a light is doused. Everyone seems to know everyone else.

And there is always the question, "What ship are you heading for?" Truly, it seems there are no strangers in the tincan navy.

For, although the Atlantic cruiser-destroyer force is manned by about 50,000 men, this seagoing fraternity is composed of many small units, including the crews of 161 ships. About 141 of these are destroyer type vessels with close quarters and few home comforts, where being

neighborly becomes, of necessity, a cultivated attitude.

A DESTROYERMAN'S LIFE is not glorious, and nary a tincan sailor harbors any pretense about this fact. Conversations more likely revolve around the tough nature of destroyer duty. Some men openly admit that it's not for them.

Destroyer enthusiasts, on the other hand, consider this a vivid testimonial that more than an average measure of fortitude, zeal, dexterity and yearning for sea life makes up a destroyerman.

From the sweat-soaked snipes to the highly trained chief gunner's mate with an arsenal of rockets, missiles, torpedoes and more conventional firepower on deck, a tincan crew, for its size, forms what is perhaps one of the most versatile organizations known today.

To illustrate this point, one needs only to consider the long list of chores and capabilities of a destroyer. In this well-integrated fighting team, every man has a job and he knows it well. Tincan sailors are of the opinion that the "big ship" men would have trouble filling their shoes. They depend on a full measure of self-

AT HOME—When photo was taken, these were all Deslant destroyers, seen at Atlantic Fleet headquarters, Newport.





# Navy's Best Friend



ON THE HIGH SEAS—Ships of COMCRUDESANT participate in Fleet exercise. Below: Destroyers maneuver with TF.

reliance in themselves and in their shipmates for a wide variety of tasks, and the specialization such as is possible with a larger crew is held to a minimum.

**H** EADING A LONG LIST of capabilities, documented through the 63-year history of destroyers, these seagoing greyhounds have proven themselves to be the most effective antisubmarine weapon ever developed. They also can escort merchant ship convoys through dangerous waters, perform blockade duties, rescue downed aviators, recover space capsules, shoot down enemy planes, perform radar picket duty, throw smoke screens around friendly forces, bombard shore targets and fight other surface ships.

They can also do many other jobs—supply an earthquake-stricken African city with electricity; show the U. S. flag in remote areas of the world; train whole Reserve units under realistic conditions; carry nuclear power to sea; and numerous etceteras.

The nerve center of all this activity in the Atlantic is COMCRUDESANT, whose Newport command provides combat-ready destroyer and cruiser types, unit commanders and staffs to the 2nd Fleet, 6th Fleet, ASWFORLANT and now a squadron of DD's to the 7th Fleet.

CCDL is an operational as well as an administrative commander. With his flag flying from USS *Yosemite* (AD 19), a Newport-based destroyer tender, and his staff



ON DECK—Destroyermen muster for ceremonies while in port at Newport, R. I.



working in an unglamorous building on the pier, the type commander undertakes the monumental tasks assigned to him by Navy directives and by his immediate superior, the Commander in Chief, U. S. Atlantic Fleet.

**G**ENERALLY, his job involves setting standards of readiness for his type ships; prescribing training for the ships' crews in areas such as gunnery, torpedoes, damage control, engineering, communications, combat information and antisubmarine warfare; and making recommendations to CINCLANTFLT on policy matters.

He is responsible for administering matters of discipline and morale within the force; has cognizance

over maintenance and repair operations and procedures; pursues matters involving new developments in both tactics and equipment; manages the purse strings for force materials; and oft-times distributes enlisted men to and between units of the force to maintain operational readiness.

He is a big-time manager.

In addition, CCDL exercises operational control over certain ships assigned to his command.

The CCDL staff works cold dinner hours. Activity around the headquarters building is so intensive as to be impressive. From the maintenance office emanates a low roar of long-distance phone conversations, briefings, conferences and interviews, as a corps of staff officers, each an

expert in his field, coordinates the maintenance and repair work for roughly 161 ships. All the various other staff offices are similarly bestirred.

Aboard the ships themselves, work is the word for the day. Destroyer crews reference each in-port period by where they are heading or where they've just been. They are not tied up very long. There's a lot of work to do on any ship that's frequently on the go.

This is all part of the Newport scene.

A closer look at some of these activities and functions is presented in the following pages. Together, they point out the missions assigned to our cruiser-destroyer forces, and how they are being accomplished.

## Destroyer Duty—Where the A

**I**F DESTROYER SAILORS were paid by the mile rather than on a monthly basis;

If they could purify all the green water that crosses their ship's bow and sell it on a busy desert;

If they had a savings bond for every port they've entered; a dollar for every storm they've splintered;

Overtime after 40 hours a week; a bonus for every submarine they seek;

Extra cash for aiding victims of a disaster; an allowance for each grateful rescued merchant master;

And further monetary reward for the multitude of special jobs they do

and the special way they do them—

Then there would be a lot of tycoons in the Destroyer Navy.

But a destroyerman does not receive any extra pay just because he is a destroyerman.

Through thick or thin, however, a destroyerman is, first, a destroyerman—a man who knows the facts of life as far as sea duty is concerned. This applies equally to officers and men. The destroyer has been called a nursery for future flag officers—it develops strength of purpose, the power of rapid decision, of instant action and, if need be, of strenuous endurance in periods of danger.

A destroyer is actually more than a mere ship. It seems to develop a personality all its own—perhaps patterned after the famous American for which it is named. Destroyermen feel that, pound for pound, their ships are the toughest, scrappiest ships afloat today.

The destroyer's willingness and ability to take on just about anything that flies, floats or swims has earned it a justly deserved reputation as the workhorse of the Fleet.

**T**HROUGHOUT THE 63 YEARS of their history destroyers have seldom basked in the luxury of having only a single job to do—and they have done all their jobs well. To perform all their various functions, these small ships with the big bite carry just about as varied and potent an assemblage of fighting power as can be found anywhere.

It wasn't always this way. Time was when destroyers were pretty much in the pop-gun league when compared with, say, battleships and cruisers. For a good share of their first 50 years destroyers went up against any foe—large or small—with just three basic weapons at their disposal. They were the weapons of their era—surface and antiaircraft guns, depth charges and torpedoes.

They were good weapons, fully capable of combating the enemy they opposed, and they were con-

WHAT'S NEW—Greyhound USS New (DD 818) cruises waters of Chesapeake.



**ALL HANDS**



tinually refined and improved over the years. However, World War II depth charges and anti-aircraft guns have become relatively ineffective against submarines and aircraft of vastly improved capabilities.

Today's destroyers including newer classes such as the DLGs and DDGs and a new breed of destroyer escort, have far superior weapons.

No longer must most destroyer-types close with an underseas or airborne enemy and grapple with him at close quarters. The factors of early detection capability and quick-kill power at long range have moved many of today's destroyers into the capital ship class.

Progress has not been an entirely unmixed blessing to our destroyer forces. It has also produced increased threats, such as Mach Two

## Action Is

jet aircraft and several varieties of missiles. Destroyers must defend themselves against such threats.

Emphasis as far as most destroyer types are concerned, however, has shifted more and more towards efforts at combating the menace of the nuclear submarine. Fortunately, destroyers are singularly well-suited to do the antisubmarine warfare job. They have staying power—they can remain with a contact for days, or even for weeks, if necessary. They have all-weather capability—they can remain in the area of contact in any kind of weather. They can be equipped with all the weapons necessary to conduct a complete attack on a sub.

**A**ND THEY'VE GOT some powerful hole cards to throw into the game.

*Asroc* is carried in an eight-round, deck-mounted launcher. Its rear portion is a solid-fuel rocket motor, while its front section payload can be either a conventional homing torpedo or a nuclear depth charge.

In a matter of seconds after sonar detection of a submarine occurs, the computer charts the target's course, range and speed, and the launcher automatically turns into firing position.

Then the ship commander selects the missile with the most appropri-



Destroyermen form a well integrated, versatile fighting team.

ate payload and fires it. The aluminum airframe which connects the rocket motor and the payload consists of two longitudinal sections, hinged to open up. In flight, after

the rocket motor has burned for a predetermined time, a steel band holding the airframe together is severed by a small explosive charge, allowing the airframe to fall away

**GREAT GUNS**—*USS Prichett* (DD 561) and *USS Orleck* (DD 886) have been part of the team of Navy ships giving gunfire support for force in Vietnam.





# CRUISER- DESTROYER FORCE



**USS Boston (CAG 1)**



**USS James C. Owens (DD 776)**



**USS Manley (DD 940)**



**USS Robert H. McCard (DD 822)**



**USS Dealey (DE 1006)**



**USS Little Rock (CLG 4)**



**USS Charles R. Ware (DD 865). Below: USS Joseph P. Kennedy, Jr.**



**USS Samuel B. Roberts (DD 823) (she's now in Pacific). Below: USS Stribling (DD 867)**







**WORKING**—Destroyerman checks director and the sea flies high as bow of destroyer chops through rough waters.

and leaving the payload to continue on its way.

Once an *Asroc* torpedo enters the water in the target area, it is activated by the energizing of a sea-water battery, and commences an acoustical homing search, from which it locks onto its target. If the payload is a depth charge, it detonates with a large effective kill area.

**A**NOTHER ADVANCED WEAPONS system is DASH—for Drone Anti-submarine Helicopter—a remotely controlled, unmanned whirlybird which can be guided and operated either from within the CIC or by an operator manning a control box out on deck.

The entire system consists of the drone copter, its hangar, a flight deck, the control equipment and the payload.

Upon sonar detection of a prowling enemy sub, DASH can be quickly launched and remotely guided to the enemy submarine's general position—possibly several miles from the launching ship. Once there it would be commanded to drop its torpedo or depth charge.

It is the fond dream of antisubmarine warfare experts to attain sure-kill capability while the enemy sub is still a long way off, and *before* it can fire its missiles and/or torpedoes. DASH should help bring that day much closer. It is installed on most of the destroyers which have received the FRAM I and FRAM II overhaul.

Coupled with new high-powered sonars with greatly increased range for detection, these weapons for the

first time allow the destroyer to deliver an attack outside the effective retaliatory range of the submarine.

**T**HE DESTROYER as a multi-purpose ship is largely the result of changes brought about between World Wars I and II. The tactical uses for destroyers were expanded. DDs began to take on not only the looks, but also some of the duties of light cruisers; during World War II they were assigned to scouting, screen and combat duties that had before been cruiser tasks, and were sent on bombardment and invasion missions.

It was during World War II that the destroyer came of age as an all-purpose ship. Because of its mobility and shallow draft, the DD is able to steam close to shore to slug it out with field artillery. The Germans have been credited with first employing destroyers as floating field artillery. During the British invasion

of Norway early in 1940 a few German DDs came out of hiding in the depth of a fjord and wiped out a beachhead.

The same year the British Alexandrian squadron was called upon to soften up beachheads in support of the Libyan campaign. British DDs were stationed so close to shore they could fire almost point-blank at field artillery positions, machinegun nests, tanks and even ground troops.

In October 1942 it was floating firepower in the form of a few destroyer squadrons that opened the first breach in the German lines during the North African campaign.

**T**HE INVASION of Southern France exemplified the new importance of U. S. destroyers—nearly 50 of them were concentrated in less than 20 miles of shoreline during a major assault. They bombarded defense installations while, further offshore, cruisers and battleships tossed heavi-

**FIERY FOUR-YEAR-OLD** *USS William V. Pratt* (DLG 13), one of first ships with Terrier surface-to-air missiles, fired 70 in six months during evaluation.





DESTROYER Navy depends on a self-reliance for a variety of tasks performed.

er artillery in preparation for the landing.

The close-in use of DD firepower, however, did not excuse the destroyers from performing their more orthodox jobs. There was lots to do: Minesweeping, convoying and daily scrapping with enemy subs. And, there was always something new to test their versatility, such as pinch-hitting for the specially designed landing ships.

The wartime roles of the DD were greatly expanded in the great area of the Pacific. Teamwork between carriers and destroyers reached a high state of efficiency; when distance called for the extensive employment of aircraft, it was the DD's job to lend her high maneuverability and firepower to the defense of the more vulnerable carrier. In addition,

island-hopping, convoy protection, scouting and assault assignments made strenuous demands on her ability to do many jobs.

Minesweeping operations became the specialty of some destroyer types. Other Pacific Fleet destroyers fought through the slot of the Solomons into the face of the Tokyo Express. Some ran headlong at enemy battleships and died to protect the ships they were charged with escorting. Others fought off or fell victim to enemy artillery and suicide bombers.

The escort vessel, or DE, smaller than a regular destroyer, was mass-produced by wartime shipyards to serve as convoy escort. More than 400 wartime DEs were placed into commission; the full-sized DDs were then relieved for other duties.

**T**HE HISTORY OF NAVAL WARFARE contains few actions which match the battles fought by a few DEs and DDs during the slugfest off Samar in October 1944. Three destroyers and four DEs, along with six escort carriers, were pitted against four enemy battleships—including the monstrous 63,000-ton *Yamato*, which had 18-inch guns—and eight cruisers and 11 destroyers. Though outweighed and outgunned, the force fought gallantly. The destroyers *Johnston* (DD 557) and *Hoel* (DD 533) and the escort ship *Samuel B. Roberts* (DE 413) were sunk during their fight against overwhelming odds.

The DEs gave a good account of themselves wherever they served. The little ships proved their worth not only in convoy-escort type work, but in many other fields. As members of hunter-killer groups, they helped launch the major offensive against enemy subs in the Atlantic. They helped soften up enemy-held beaches for invasion and, with troop quarters and the addition of gear for stowing and handling small landing craft, they became high speed transports (APD).

By the time the smoke of World War II had cleared, the destroyer types were well established as all-around ships.

**R**ESCUE WORK is another job that the destroyer does well. Large and small scale rescues performed by destroyermen add lustre to the Navy's history records. There's seemingly no end to the rescue missions in which destroyers have played major roles. Many a flier shot down or forced down in trouble has made

OLD AND NEW *USS Nicholas* (DD 449), first flagship of DesRon 21, takes close look at *USS Richmond K. Turner* (DLG 20), current Rampant Lion Squadron flagship, on meeting in South China Sea during 7th Fleet operations.







CREW OF USS *Shelton* (DD 790) man rails of ship in their dress whites. Destroyer is now serving in South China Sea.

it back to his squadron simply because a destroyer would not give up the search. Destroyer cooperation with airdales goes a long way back. Early experiments in naval aviation frequently found DDs on the spot as watchdogs. For example, the May 1919 flight during which the Navy's NC-4 spanned the Atlantic for the first time, was watched closely by destroyermen stationed at 50-mile intervals from Newfoundland to the Azores.

Experiments with today's destroyers occasionally reveal new strategic uses. For example, the reorganization of the Navy's cruiser and destroyer forces represented changes necessitated by new developments, modern weapons and new ideas about destroyer operations.

The plan, now operating in its third year, is called the Flotilla Concept. It combines a cruiser with destroyer squadrons into one unit called a cruiser-destroyer flotilla, which is commanded by a rear admiral.

One of the destroyer squadrons is equipped for antisubmarine warfare. The other is armed with surface-to-air missiles and concentrates on air-craft interception.

It seems there's no end to new jobs for destroyers. Keeping pace with the times, destroyers have an important role in U. S. space advances. The speedy, maneuverable DDs are virtually made to order for the recovery of space capsules.

**A**DVANCES IN SHIP DESIGN in recent years make it pretty clear the destroyer family is keeping pace with the rest of the Navy. Foremost example of this modernity is, of course, the nuclear-powered frigate *USS Bainbridge* (DLGN 25) and the soon-to-be-completed *USS Truxtun* (DLGN 35). The destroyer navy, too, is underway on nuclear power.

Also representative of advance is

*USS Dewey* (DLG 14), the first-commissioned of the 10-ship *Farragut* class guided missile frigates. These were among the first ships designed and built from the keel up with emphasis on guided missiles. All are active in the Fleet today (the nine others besides *Dewey* are: *Farragut* (DLG 6), *Luce* (DLG 7), *MacDonough* (DLG 8), *Coontz* (DLG 9), *King* (DLG 10), *Mahan* (DLG 11), *Dahlgren* (DLG 12), *William V. Pratt* (DLG 13), and *Preble* (DLG 15).

These vessels are armed with a twin *Terrier* launcher to combat supersonic, high-flying aircraft. Backing this up are five automatic rapid-fire guns: A 5-inch/54 and two twin 3-inch/50s. The latter have the advantage of each being on a separate fire control system, which allows for increased versatility in tracking and firing.

*Farragut* class DLGs also have radar gear which can detect targets more than 200 miles distant. They can stop, start, turn or change speeds with completely automated boiler operation. Their high bows contribute to stability.

To keep pace with the modernization of vessels, equipment and tactics in the Destroyer Navy re-

quires full-time training, both on the job during exercises at sea and at formal Fleet schools. Both the Destroyer School and the Fleet Training Center at Newport—and similar installations on the West Coast—are in business to conduct the formal training. Sea time is the best training for most young destroyermen, and they do not lack for it.

In spite of the trend toward job specialization in the destroyer categories, many DD-types remain jacks-of-all-trades. Today's escorts, frigates and guided missile destroyers are operational proof of specialization of sorts, but these ships can take their place on a moment's notice to do any of a multitude of other jobs required of destroyers, including screening the Fleet, shooting it out with enemy planes, shore batteries or ships, or serving as weather stations, convoy escorts, frontier guards, transports, a blockading force, a space capsule picker upper, a rescue ship, a power plant for disaster stricken areas and many other jobs.

No, destroyermen don't receive any extra pay for their sterling versatility, but one thing is certain—they will never have to back up to the pay tables.

—Bill Howard, JOC, USN

SEAMANSHIP is skillful as *USS Hammerburg* (DE 1015) moves in to refuel.





GANG MEMBERS repair the soot blower pilot valve on boiler. Right: The Oil King takes a sounding on a fuel tank.



PAPERWORK—Fireroom messenger takes gauge readings. Rt: Watch prepares order book. Below: Chrome ore is removed from superheater for repacking.



# Keeping t

**E**VER VISIT the engine room of a Navy ship? It's quite an impressive place. Networks of pipes run every which way, overhead and underfoot; turbines scream madly; valves and gauges defy comprehension; the heat nearly melts you.

There's the roar of boilers; ladders leading straight down look as if they go through the hull and into the sea. A crew of Navymen are busy at work, unrecognizable as the same chaps who sat across from you at noon chow. Their faces are flushed and smeared with grease. They wear dungarees straight from Oiltown, U. S. A. They're soaked in sweat.

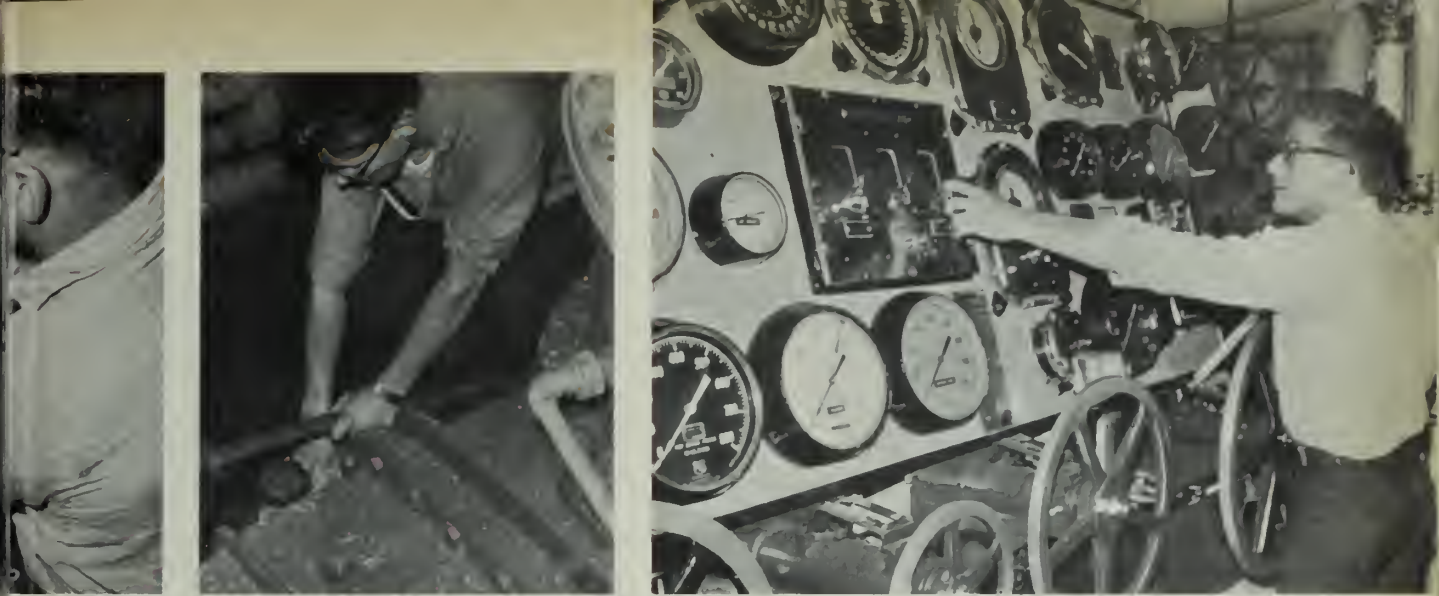
Welcome to the domain of the Black Gang—the ship's engineering force. Welcome to one of the few places left in the Navy where the "old-fashioned" idea of serving an apprenticeship is still the rule rather than the exception.

You won't ask many questions in the engine room. The noise level discourages conversation. But you'll probably feel your bottom jaw coming unhinged, reflecting your amazement at the scene before you. Hov, you wonder, can anyone . . . ?

It is at this point that the real meaning of sea duty dawns on you.

The men around you are called snipes — the firemen, boilermen, boilermakers, machinist's mates. It doesn't sound like an especially endearing term. You begin to understand why they adopted it.





SNIPE CLEANS bilges at base of main circulating pump. *Right:* Throttleman learns to respond to orders from bridge.

# the DD Fleet a-Go-Go

**T**HINGS HAVE certainly changed since a destroyer's black gang shoveled coal into the boilers. But the job of keeping the ship's engines going day and night is still far from glamorous. It's a hot, dirty, exhausting, dangerous and, for the most part, thankless job.

The BTs make steam. That sounds simple enough—boil a little water and you've got steam. Not quite. A constant supply of steam at 850 degrees, under pressure of 600 pounds per square inch, is needed to turn a destroyer's main turbines. The newer types need higher temperatures, greater pressure.

The ship's oil-burning boilers manufacture steam. Your tour of the fire room spaces is not complete unless you see the inside of a boiler. To do this, you lie flat on your back and ease yourself through a most inadequate hatch, feet first. It takes a while.

Eventually, you're inside the boiler. You can stand up. If you remembered your battle lantern, you'll note that the brick floor and walls are charred. The overhead, which angles to a peak, is covered with layers of curvaceous tubes. These tubes carry water through the boiler.

If you've heard firemen talk about cleaning firesides, you can now see what it's all about. Try to chip some of the black char off the bricks and tubes. It's like rock. A fireman's tools

are chisels, paint scrapers or anything else that will help loosen the slag, and when he finishes, the fire box is fairly clean.

This job is not recommended for people who tire easily or who suffer from claustrophobia.

Periodically it is necessary to replace the bricks in the boiler's floors and walls. More complicated is the job of replacing the tubes.

Observe the nozzle on the front

wall, where a stream of atomized fuel oil is forced into the boiler for combustion. This spot spells the end of a long journey for a ship's black oil.

**H**AD ENOUGH? Okay, see how well you manage to worm your way back out of the boiler. Have a good look at the bilges while you are at it.

What makes a snipe's job precarious? For one thing, the super-

**BLACK GANG** crewmen turn main steam stop valve to cut in boiler on line.





**TIGHT FIT**—Man slides into firebox. **Right:** Diffusers on air registers must be clean for proper air-fuel mixture.



**SUPERHEATER** bank on number four boiler gets a very close inspection.

heated steam traveling through the main steam line. A pinhole leak here shoots a fine stream of steam so potent that it can literally cut a man's hand off his arm.

There are other dangers, such as a flare back. Snipes describe a flare back as rather spectacular, but would as soon it never happened. It can occur when lighting off a boiler and the fuel oil does not ignite immediately. Fumes in the fire box explode. A tongue of fire may spew out at the fireman. If he isn't alert, and doesn't know his job, he gets hit.

Sometimes spilled oil slapping around in the bilge area of the boiler can ignite, causing what is termed fire in the casing. Remedy: smother it with steam.

Lines can rupture, filling the compartment with steam. Remember, it's 850 degrees at 600 psi, or higher, and the engine room spaces are considerably confined.

Other emergency conditions, such as high or low water in the boiler, losing feed water or fuel oil, a casualty to the reduction gear or a generator catching fire make the black gang's job a demanding one.

The black gang's routine work amounts to supplying the ship with electrical power, water and propulsion. They keep all engine room machinery and equipment in good working condition, and this alone is a tall order under the strain of almost

constant operation in the destroyer.

**EVEN WHILE** in port this work load is not eased. If anything, it's increased. There is little, if any, back-up or duplicated equipment in the confined engine room of a destroyer. So when some equipment is shut down in port, the black gang must use this opportunity to put things in order. This usually means a two-week period of 12-hour shifts.

And, of course, engine rooms must be kept clean—if for no other reason than the fire hazards generated by grease and oil. Also, boiler equipment loses its efficiency and deteriorates rapidly when fouled.

As a result, the smallest man below decks has certain special details, such as cleaning the outer generating tubes. He must slip through a 12-inch opening to perform this job, and if the clearance gives him trouble, his dungarees are first caked with grease to help him slide through. Cleaning soot from the stacks is another honor reserved for smaller members of the gang.

The heart of the engine room is, of course, the throttle board. Watches are stood here by machinist's mates, to implement instructions from the helm.

Other participants in the engine room drama are the men who operate the evaporators to supply the ship with fresh water; the men on



the switchboard; the messenger, who takes readings on all gauges every hour; and the oil king, who is responsible for all fuel, lube oil, and water on board. He also insures the purity of boiler feed water.

The black gang usually works four hours on and four off. Their job is done only when a ship goes out of commission.

**S**OUND LIKE a rough life? It is. But it's not so rough as to be forbidding. Flight deck work has its hazards, as does heavy construction, flying and any number of other occupations in the Navy.

To men with a deep interest in their job, skill is the big leveler of otherwise hazardous conditions. A measure of the collective Navy black gang fortitude in this area is the number of miles and days that Navy ships are underway each year, dependably on schedule.

Snipes would not trade places with anyone else on a ship. It's their engine room and their "plant"—as they refer to it—and they're for keeping it that way.

Aside from the immediate satisfaction they get from their work, the engine room men are also highly trained for many well-paying posi-

tions ashore and afloat when they begin a second career after Navy retirement. During their first six years in the Navy, snipes learn machinery, valves, pumps, boilers—the whole works—and from there continue to build on their knowledge. They have broad experience.

Furthermore, they are usually seen together in groups on liberty, which reflects the professional ties that exist among black gang personnel. Not so strangely, one of their favorite topics of conversation is the engine room.

They enjoy talking about it.

—Bill Howard, JOC, USN

**TEAM PORTRAIT**—Anti-submarine Warfare Group One looks sharp and moves fast as it steams toward next assignment in the Pacific. Black Gangs are responsible for making steam to keep task groups such as this one operating.





ON TRIAL—Atlantic Fleet destroyers of Destroyer Development Group Two set to sea to test new gear.

# DD Guinea Pigs

**S**OME ATLANTIC FLEET DESTROYERS are in the yards so frequently that, if you didn't know better, you would class them as hypochondriacs.

Not so. The destroyers referred to are guinea pigs, as well as fully operational warships.

They are operated by Destroyer Development Group Two, and this affiliation requires more than an average amount of yard time to install, periodically, new equipment for testing.

Destroyer Development Group Two, like most other significant creations, is the result of man's desire to improve a product. In this case, the "product" is Navy destroyers.

The unit was born in Newport, R. I., in 1957, and has lived there ever since. But the results are universal, as far as Navy destroyers are concerned.

While serving as commanding officer of the DesLant destroyer tender *USS Yosemite* (AD 19) in

1957, Captain Sidney Merrill, USN, became convinced that a Fleet organization similar to the Submarine Development Group Two, should be created to help solve many problems peculiar to destroyers.

As a starter, he assigned special development work to Yosemite technicians, over and above that usually performed on a tender. The early successes attributable to this effort

paved the way for eventual establishment of DesDevGRU Two. In 1958 CAPT Merrill was assigned full time duty as commander of the newly chartered command, which at that time included four destroyers.

**A**S THE UNIT settled down to its work there was no shortage of projects. New developments are so numerous that much time and effort is required to separate those that will work from those that won't. Many ideas sound good, and look good, on paper but their value cannot be known until they are given a good wringing-out, practical test.

DesDevGRU Two does the wringing out—more commonly known as feasibility tests—on a wide range of ideas and equipment pertaining to destroyer warfare, and passes judgment on their merits. Often on the basis of tests performed by DesDevGRU Two, the type commander decides what kind of gear will and





what won't work on his ships.

The officer and enlisted complement of the unit consists of technicians who are dedicated to improving destroyers. Their headquarters building is appropriately located on the Newport Naval Base waterfront, close to where the squadron of ships ties up.

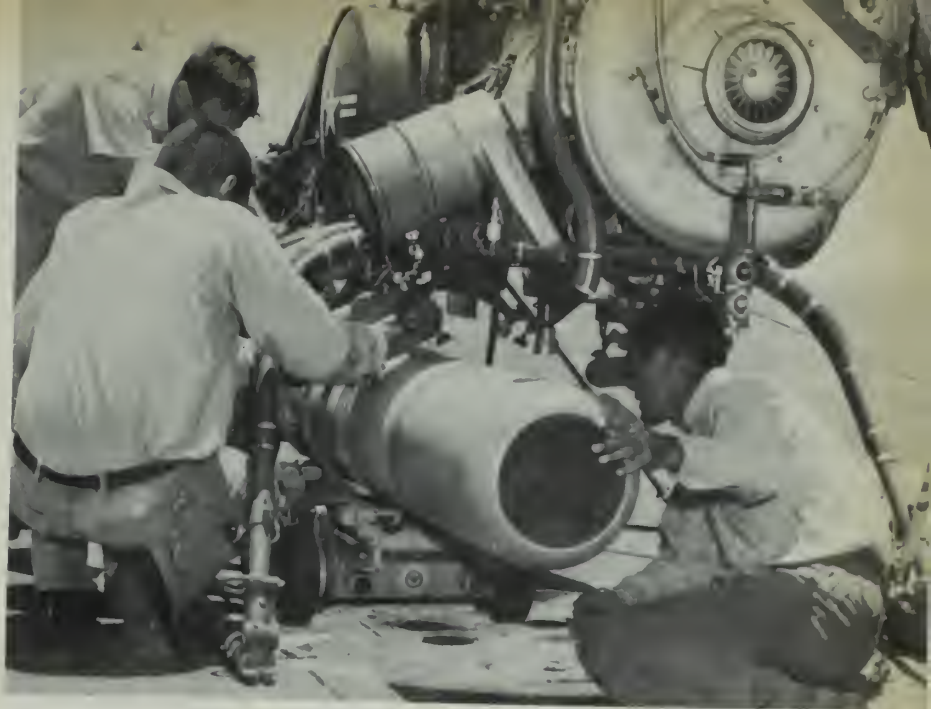
Working under Commander Cruiser-Destroyer Force Atlantic, the development group maintains direct liaison with industry and scientific laboratories. When these agencies suggest new concepts, new ideas, new technology or new uses of old ideas that might be applicable to destroyers, the development group tries them out aboard an operating vessel.

**I**NTEREST LIES particularly in improvements for antisubmarine and antiaircraft warfare, escorting convoys, surveillance operations and offensive and supporting surface operations.

However, DesDevGRU Two's interest trails all the way down to such "trivials" as testing a new type of nylon line (Is the expense worth the added features?); a plastic canopy for gun directors to replace the standard canvas; non-skid deck pads; liquid rust removers and different types of pipe markings.

In almost every case, the industry that develops a new product supplies a sample or prototype for the tests. DesDevGRU Two installs the equipment on one of its six destroyers, (four DDs, two DLs) and sometimes utilizes the two destroyers assigned the Destroyer Officers School.

**ON THE SPOT**—Headquarters for DesDevGRU Two is conveniently located on pier in heart of Deslant at Newport, R.I.



**BIG JOB**—One of the biggest projects of group was evaluation of DASH system.

The operation has grown to proportions greater than may have seemed possible in 1957, when CAPT Merrill suggested the idea. The reason for this—as all test and development activities are aware—is the substantial increase in new ideas from industry during our nation's technological revolution.

Because of the abundance of new products and equipment, a more specialized test and development unit, such as DesDevGRU Two, is able to concentrate on many projects that might be deferred or discarded by a larger activity, either because of other pressing priorities or because of limited applicability.

In addition, with a formal test and development setup which caters specifically to destroyers, DesDevGRU Two is able to lend assistance to larger activities, such as various Navy bureaus and the Commander, Operational Test and Evaluation Force, for more destroyer projects.

This serves to prevent a lag in the continued development of our destroyer forces.

**O**NE OF THE biggest projects the group has participated in was the evaluation of the Drone Antisubmarine Helo system aboard its operating ships. Extensive project work has also been conducted on





PRIMARY CONCERN of Atlantic Fleet group is testing ASW weapon systems.

*Padloc* (Passive Active Detection Location), a system designed to locate submarines and passively chart their courses; on a new periscope detection radar system; on new variable depth sonars and on electronic countermeasures systems.

At any given time the development group has 35 to 40 active projects. Often, more than one project is piggybacked on one vessel, to make maximum use of time, space and effort involved in a test.

But the special work does not relieve DesDevGRU Two ships from

assuming the normal responsibilities of a destroyer. While project tests are being pursued, the ships take part in routine operations with both the Second and Sixth Fleets. They also participate in training assignments, such as Marine gunfire support exercises and U.S. Navy Destroyer School indoctrination cruises.

One destroyer recently assigned DesDevGRU Two—uss *Hazelwood* (DD 531)—participated in the search for the submarine uss *Thresher* (SSN 593). Others have participated

IT ALL STARTED with special assignments for technicians aboard USS *Yosemite*.



in *Project Mercury* operations, in the evacuation of U.S. citizens during the Dominican Republic crisis, and regularly participate in Fleet ASW and convoy exercises.

All of which points out that the assignment is no picnic.

Many innovations in the destroyer forces have passed the scrutiny of DesDevGRU Two technicians before becoming standard equipment. Some devices which will perhaps eventually be adopted by the Navy are now being tested and evaluated by the group. A general outline shows emphasis in the following areas:

#### Antisubmarine Warfare

**Detection**—The development group has engaged in a number of programs to determine the shipboard and general operational feasibility of acoustic and other experimental systems proposed by private industry, Navy bureaus and laboratories. These include variable depth sonar, long-line hydrophone arrays, periscope detecting radar, bistatic echo-ranging, explosive echo-ranging, sonar and radar signal processing, and high-performance destroyer sonobuoys.

**Classification**—Classification still remains a serious ASW problem. As an effort to improve destroyer-borne and helicopter-borne devices, and to test them in the operational environment, various experiments have been made by the group in the past several years. The requirement for low false-alarm rates for classification devices has led to the establishment of rigorous experiment controls.

**ASW Fire Control**—Working in close liaison with the fire control section of the U.S. Naval Underwater Ordnance Station at Newport, development group men have pointed out problem areas in ASW fire control on destroyers which will lead to new development programs.

Private industry and Navy bureaus engaged in fire control studies frequently consult the group for information concerning various weapons, torpedoes, sensors and displays. In addition to specific requests for assistance, the development group has sponsored an American Ordnance Association ASW Fire Control conference and assisted in sponsoring the First Annual Destroyer Anti-submarine Weapons System Survey.

**Weapons and Delivery**—Detection and target classification are only parts of the total ASW problem. Defeating



the enemy submarine will require improvements in ASW weapons and their delivery methods. Working with the developing agencies, development group ships have assisted in the feasibility tests of wire guided torpedoes and *Dash*.

#### Air Defense

**Air Search Radar Improvement**—There is a need for long range detection of aircraft, both friendly and enemy. Current Navy R&D programs call for eventual replacement of AN/SPS-6 radars with improved equipment. However, the development group, through its continuing program of SPS-6 improvement, has increased the detection range of the radar, employing slight modifications and advanced components.

**Electronics Countermeasures** — Because the detection of enemy electromagnetic radiation is essential for countering an attack, or for collecting intelligence, the group is making a comprehensive study of all current and programed ECM equipment to determine if it will meet destroyer air defense and ASW requirements.

DESDEVGRU Two also inherited a project named *Firefish* which originated on the West Coast, where another—smaller—destroyer development group is in operation without the benefit of having its own ships assigned. *Firefish* is a small, high speed target which simulates an attacking PT boat. It makes speeds of over 40 knots.

*Firefish* targets are operated by remote control, and are so inexpensive they are expendable. A destroyer can gain valuable target practice at the simulated attacker, and shoot to kill.

Development group destroyers are normally fitted out with a completely interchangeable portable laboratory. When hoisted aboard ship, the lab contains almost all the electronic instrumentation required for a feasibility test. This permits certain projects to be farmed out to ships not attached to the group. In such cases, regular reports are transmitted back to Newport by the evaluating team.

Besides DESDEVGRU Two staff members, company representatives often travel along during tests of equipment. The exchange of information and knowledge is stimulating.

At present, DESDEVGRU Two has a staff of 10 officers and about 40 enlisted men. Four unrestricted line



THE DEVELOPMENT group has tested various acoustic systems designed for destroyer type ships including variable depth sonar shown aboard DD 760.

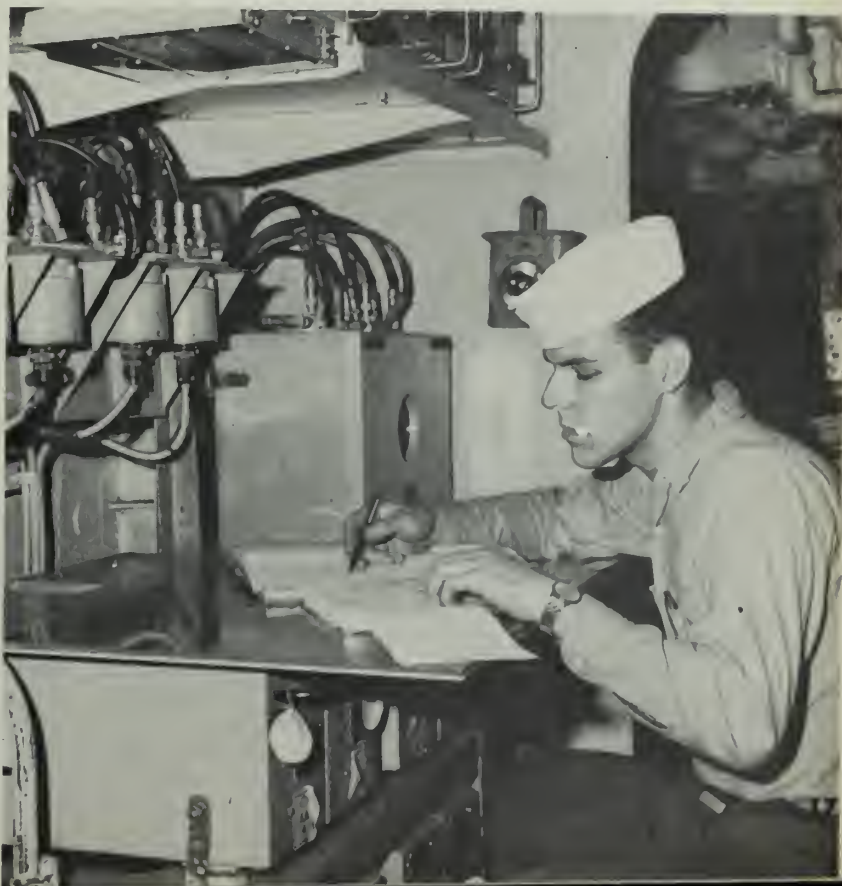
officers handle the operational aspects of the group; the others include specialists in ordnance, electrical, acoustical and mechanical engineering, plus about three limited duty officers with electronics and ASW backgrounds. The officer complement represents about 100 years' experience in the destroyer navy.

The enlisted complement is com-

posed primarily of senior petty officers in the technical skills. In several cases they are hand-picked for their ability in this very special brand of work.

They like the assignment. It is a personal challenge, and they relish this opportunity to contribute whatever they can toward improving destroyers.

THE FACTS MAN—Crew member aboard DD of DesDevGru Two logs test info.





AT DA NANG—Tugs steady a pontoon causeway holding military vehicles for landing craft to carry ashore.

# Build-Up in Da Nang

**T**HE PORT CITY of Da Nang is a typical example of the build-up of combined U. S.-South Vietnam forces resulting from the efforts to overcome the Viet Cong.

In little more than a year the supplies received for transshipment to various points have built up from 4000 tons a month to 40,000 (this figure was released in late 1965)—and are increasing steadily. Along with the fleet of junks that has been part of the traditional scene, there is a constantly growing number of U. S.

supply ships in the harbor now.

Take a look at Da Nang today. The nearby marshland has been filled for use as staging areas. Terminal warehouses are being built. Ramps have been installed on the waterfront for LSTs and smaller landing craft. The small-time supply facility has become the U. S. Naval Support Activity, Da Nang, and is being built up to a complement of more than 3000 Navymen. It is the distribution point for weapons, ammunition, clothing, food and equipment for

upwards of 40,000 troops now occupying areas between Da Nang and the Demilitarized Zone.

Responsible for much of this build-up and among the first Navy people ashore at Da Nang were the world famous SeaBees. There are now a total of four MCBs in the Da Nang/Chu Lai area building everything from LST ramps to jet airfields. It was one of these battalions that received the brunt of the Vietcong attack on the new hospital which they had nearly finished building.

DOCK SIDE—Navymen offload lighters with fork lifts. Right: Work boat takes cargo handlers out to ships in port.





A new arrival to the scene will find Navy men on the job unloading the ships, keeping the records, cataloging and storing the incoming material and ferrying supplies for Chu Lai and Hue. And that's just part of their job ashore.

**A**T LAST COUNT, a total of just over 2500 men were keeping the goods moving. Because the 2500 is roughly only two-thirds of the final anticipated complement, and because the Vietnamese build-up is continuing, work at the Da Nang supply depot is on an emergency basis. The working day is at least 12 hours, weekends included. Hatch crews, which unload the ships, work day and night shifts to cut the transports' in-port time.

One command, Da Nang's assault craft division, is assigned only enough men to operate and maintain the boats. There are no reliefs. These boat crews consider themselves fortunate if, every other night, they return to the berthing ship *USS Okanogan* (APA-220) for a hot meal and a night's rest.

When the build-up first began, Navy men of all ratings who could be spared by their commands were sent to Da Nang on temporary duty orders. The first support unit to arrive was Cargo Handling Battalion Two (CHB 2), home-based in the Philippines. Three days after receiving orders, the unit was in Da Nang.

The three officers and 70 enlisted men of CHB 2 were first assigned to the 9th Marine Amphibious Brigade. When the logistic support unit was established in May, the group came under the operational control of Commander, U. S. Seventh Fleet.

**SUPPLY** at Da Nang is big business.



**ALL ASHORE**—Supplies for forces in Vietnam are loaded aboard LCU as local residents watch from small boats. Supply delivery is on an emergency basis.

**I**N LATE JUNE 1965 the second unit arrived, Cargo Handling Battalion One from the Atlantic Fleet. CHB 1 moved to Vietnam from its base in Williamsburg, Va. CHB-1 has returned to its home base, just in time

for some of its men to deploy in support of Operation Deepfreeze in the Antarctic.

Nucleus Port Crew Two (NPC 2), consisting of 12 officers and 42 enlisted men, was the second East

**ON DUTY**—Attack transport *USS Okanogan* (APA 220) is floating HQ in harbor.



MARCH 1966





**CHECKUP**—Harbor security patrol checks identification of fisherman.



IN HOLD—Jeep is prepared for offloading. Rt: Da Nang citizen watches trucks land ashore. Below: Landing craft deliver cargo from supply ships at Da Nang.



Coast command to arrive in Da Nang. NPC 2 Navy men were trained to coordinate the operations of port facilities. This included assigning cargo crews to ships, documenting invoices, informing recipients their material has arrived, and storing supplies. This unit has now been returned to its homeport.

ComSeventhFleet's Assault Craft Division was given the job of harbor and coastal transport. Assault craft divisions consist of approximately three officers and 200 men. The units serve on a rotating basis and, since the build-up began, one group has already returned to the U. S. and been replaced by another.

**T**HE PRESENT ASSAULT CRAFT division operates 10 LCM-8s, 13 smaller LCM-6s and 14 LCUs. They transport supplies from the ships to the warehouses and make supply runs to various locations in Vietnam.

To provide service craft for the support activity, Service Group Three has deployed a mobile support unit. This unit has two tugs for moving cargo lighters and pontoon causeways, two refrigerated barges (each holding 350 tons of chilled or frozen food), one water barge and an oil barge for refueling other small craft.

This same unit also provides cooks, hospital corpsmen, barbers, laundrymen, yeomen and disbursing clerks to help out aboard the berthing ship.

Protection against Viet Cong espionage or sabotage to ships and stores is an important part of the Da Nang operation. A harbor security section was set up by the Nucleus Port Crew soon after its arrival. At present 44 enlisted men and four officers are assigned to security, but the ultimate strength is expected to approach 210.

The security force now has two Mark IV personnel boats equipped with 30-caliber machine guns, used to patrol the harbor 24 hours a day. They also have jeep patrols which make periodic checks of ramps and staging areas.

According to the security officer, the greatest concern is the possibility of infiltration by Viet Cong high speed boats and underwater swimmers. The solution? Concussion grenades are dropped overboard periodically by ships in the harbor to discourage enemy frogmen, and any attacking boats would be met by a destroyer which patrols just outside the mouth of the harbor.

—James F. Falk, JO1, USN





Curvy Faursome includes Jaey Heatherton, Anita Bryant, Carral Baker, and Diana Lynn Batts. The man is Bob Hope.

## Bob Hopes You Caught This One

**T**HE SPIRITS of 3000 sailors aboard *uss Ticonderoga* (CVA 14) at sea off the coast of Vietnam, were lifted when the ski-nosed comedian and his troupe of stars performed on the carrier's flight deck.

The comedian was Bob Hope with his annual show for servicemen. His show was held on *Tico's* flight deck between operations. Sailors from the destroyers *uss Turner Joy* (DD 951) and *Lyman K. Swenson* (DD 729) and the fast combat support ship *uss Sacramento* (AOE 1) were high-lined and flown aboard by helicopter to see the show.

Bob Hope had the sailors on the deck with his running line of jokes. He joked that *Ticonderoga's* flight deck "was so big you could go

AWOL without leaving the ship."

The Bob Hope sea show was held in collaboration with the United Services Organization and the Department of Defense. The show features stars such as songstress-comedienne Kaye Stevens and performer Jerry Colonna.

Other members of the troupe included Carroll Baker, Anita Bryant, Joey Heatherton, Jack Jones, Peter Leeds, the Nicholas Brothers, Les Brown and his Band of Renown, and Miss USA-World 1965, Diana Lynn Batts.

When the show was over on the carrier's flight deck it was back to the routine of launching and supporting air missions over Vietnam for *Ticonderoga* carriermen.



Anita Bryant persuades sailor to join act.

Jerry Calanna, Bob Hope and Jack Janes in musical satire

Carroll Baker and Mr. Hope, and a load of laughs.

The Nicholas Brothers step out with Fleet feet.





# Vietnam: On-the-Scene

*The daily papers keep you up to date on the latest news from South-east Asia. Here is a series of reports on various Navy activities which round out the headlines. ALL HANDS will continue to report the background story that comes directly from ships and units on the scene.*

## VA-192 Does Its Part

Attack Squadron 192 is only a small unit of the total U. S. force engaged in conflict in Vietnam. But VA-192 is typical of the various Navy air units operating in WestPac in support of the U. S. action.

At present, the VA-192 Golden Dragons are tenants aboard *uss Bon Homme Richard* (CVA 31), along with the other squadrons that make up Attack Carrier Air Wing 19. They fly almost daily strike missions from the flight deck of this Seventh Fleet carrier to hit Communist positions in North and South Vietnam.

A light jet attack squadron flying the Navy's mighty midget—the A4C *Skyhawk*—VA-192 depends heavily on its maintenance department for its ability to strike the enemy. Of the 145 enlisted men attached, over 90 are directly concerned with maintenance work.

The *Skyhawk* is a highly developed weapons delivery system. It requires specialists in many fields to keep squadron aircraft in top condition. Crews are at work around the clock inspecting the aircraft and cor-



PILOTS of VA-192 receive briefing aboard *USS Bon Homme Richard* (CVA 31) for strike against Viet Cong.

recting discrepancies. Other routine work is done at night, under the glow of red lights, to ready the aircraft for a coming day's strike.

By the time dawn breaks, squadron flight deck personnel have already been on the job a couple of hours.

When flight quarters are sounded, the flight deck crews begin positioning all aircraft for the first launch. An hour and a half before launch, VA-192 pilots are briefed by air intelligence. They are assigned targets

for the day, and review a multitude of factors, including the weather conditions, that have a bearing on their mission.

Further briefing follows in the squadron ready room.

A half-hour before launch, the pilots are on the flight deck to give their planes a pre-flight check. When satisfied that everything's okay, they climb into their cockpits.

The *Skyhawk* cockpit is a small world. It is crammed with assorted switches, gauges, instruments and equipment. Strapped into his seat, the pilot has little room to squirm.

The usual procedure of cat launches follows, after which the squadron forms upstairs.

Near the target area the flight leader makes contact with the forward air controller (FAC)—a pilot in a light plane who is responsible for locating the ground target and guiding the attacking planes to it—and the Golden Dragons begin their attack, using many different methods of delivery.

After the strike the VA-192 birds head home. The flight is not complete until all the squadron's aircraft are safely aboard the carrier.

The returning pilots go below decks to air intelligence and report the results of their strikes. Maintenance crews inspect all aircraft and the planes are refueled for the next strike. The flight deck is then readied for another launch.

The Golden Dragons have endured a long period of combat operations. During five months VA-192 flew over 1500 missions, and were still going.

Military operations in Vietnam are a tremendous team effort—an effort carried out by dedicated men. VA-192 is doing its part.

## Firing For Effect

A lonely Republic of Vietnam outpost, 33 miles south of Qui Nhon, receives gunfire support from a Seventh Fleet destroyer against repeated Viet Cong attacks throughout the night. As dawn breaks and the Viet Cong are forced to withdraw, the U. S. advisor at the outpost reports to the destroyer *uss Epperson* (DD 719) offshore: "Your shells found their mark."

Naval gunfire support for friendly

THE SLOT—*Skyhawk* of VA-192 starts down cat to begin mission over Vietnam.





# Reports

forces in South Vietnam has increased steadily since last August, when the cruiser *uss Galveston* (CLG 3) and the destroyers *Orleck* (DD 886) and *Prichett* (DD 561) helped bring about the first major U. S. victory during Operation Starlight, south of Chu Lai. In the Starlight operation, Navy ships fired more than 1650 projectiles and were credited with a major role in this defeat of the Viet Cong.

Between June and October, U. S. Navy ships fired over 65,000 shells of various calibers in support of U. S. Marine and South Vietnamese troops. All of these projectiles were fired at Viet Cong targets in South Vietnam selected by Marines or Vietnamese corps commanders. All firing was done under the direct control of Marine and Navy spotters, either airborne in observation planes or on land at forward fire control observation posts.

By late autumn last year, over 465 missions had been fired by seven U. S. destroyers and cruisers along the South Vietnamese coast. All along the coastal stretch the Viet Cong is subject to the destruction and harrassment of shipboard guns.

## Midway Record

*uss Midway* (CVA 41) is home in San Francisco after nearly nine months in the Far East. During that time the ship participated in almost constant combat operations off the coast of Vietnam.

Hundreds of wives, children and other relatives streamed aboard the carrier to welcome their loved ones home. The *Midway* had left behind



**AIR STRIPPING**—Working parties place steel planking for cargo apron and aluminum panels for runway while building airfield in Vietnam in only 34 days.

14 Navymen killed in action, three missing in action and a flight deck crewman who was lost overboard during the trip home.

Nearly 11,500 combat sorties were flown by the carrier's 70 embarked aircraft against Communist targets in North Vietnam and on Viet Cong strongholds in South Vietnam. *Midway* planes shot down three Soviet-built MIG-17s in June—the first confirmed MIG kills of the conflict.

In addition to being awarded a total of 122 Air Medals, 37 Navy Commendation Medals and one Secretary of the Navy Commendation for achievement, *Midway* crewmen were also presented the Navy Unit Commendation in recognition of their outstanding service with the Seventh Fleet.

## Runaway Runway

In the rolling dunes midway up the Cam Ranh peninsula, Admiral U. S. Grant Sharp, usn, Commander in Chief Pacific, and three Navy Civil Engineer Corps officers set the last aluminum mat in place to com-

plete the world's longest aluminum runway, at what has suddenly become Cam Ranh Air Base.

The 10,000-foot runway was laid in just 34 days by civilian contractors under the direction of three Navy CEC officers.

Hangars, repair shops, warehouses and barracks buildings have sprung from the sand seemingly overnight. Huge cargo planes now land regularly to unload supplies, equipment and construction materials which previously took days longer to be transported overland from Vietnam's clogged ports.

The Navy Civil Engineer Corps officers who have been working night and day along with the contractors to complete the project are Commander Francis W. Day, Lieutenant Larry D. Myers and Lieutenant Eugene McPartland. They are members of the 34-officer staff of Rear Admiral R. R. Wooding CEC, USN, who is responsible for the design and construction of military projects in the Republic of Vietnam.

Mountains of sand had to be



**BUILDING AN OUTPOST**—Seabees clear land for base in Vietnam. Rt: Underground storage building is erected.







**HIGH IN THE SKY**—Carrier-based Navy planes fly inland with bombs aboard.

moved to level the runway site. Six miles of pipe and a battery of six 500-gallon-per-minute pumps were installed to supply salt water for compacting the sand so it would support the runway.

So much water was required that the Navy engineers at Cam Ranh, in contrast to others in Vietnam who dread the rain, actually welcomed the monsoon season.

Work has begun on a parallel concrete runway. Meanwhile, the aluminum runway will serve the area very well. It is a working air base, constructed on the sand dunes in two months at Cam Ranh Bay.

#### Long Haul for *Independence*

Uss *Independence* (CVA 62), first Norfolk-based carrier to serve in Vietnam, is back in her home port after completing seven months of operations in Southeast Asian waters off the coast of Vietnam.

Departing Norfolk in May to join the Seventh Fleet, *Independence*

steamed more than 73,000 miles, operating in the Atlantic, Indian and Pacific Oceans, the Caribbean and South China Seas, the Gulf of Tonkin and the Straits of Malacca. The carrier has steamed nearly twice the distance normally traveled during a Mediterranean cruise.

Extended periods at sea during this deployment—sometimes as long as 44 days—possibly accounted for the men of *Independence* consuming over 60,000 pounds of coffee, 748 million soft drinks and 85,648 cartons of cigarettes.

The medical department on board reported dispensing some 49,000 APCs and 126,000 aspirins. The ship's dental department was kept busy with 14,600 appointments that entailed 21,000 restorations and treatments.

The carrier's postal clerks were kept busy with an unusually heavy load of mail, handling over 70,000 pounds of incoming and 65,000 pounds of outgoing letters and par-

cels. The carrier was in the designated combat zone in the South China Sea for most of the deployment, and the crew were thus entitled to free mail privileges.

*Independence* joins *Enterprise* (CVAN 65) as a recent carrier to sail in three of the world's oceans within the same year.

Her aircraft accounted for 10,285 arrested landings during the deployment and flew 8033 combat sorties during 17,666 combat flight hours.

The carrier's homecoming was nearly marred by disaster just 220 miles from Norfolk. A spectacular fire broke out on the flight deck after a jet fighter's fuel tank broke on the catapult during launching. Fortunately, no one was seriously hurt.

—Dick Graddick, JOC, USN

#### Laurels for *Oriskany*

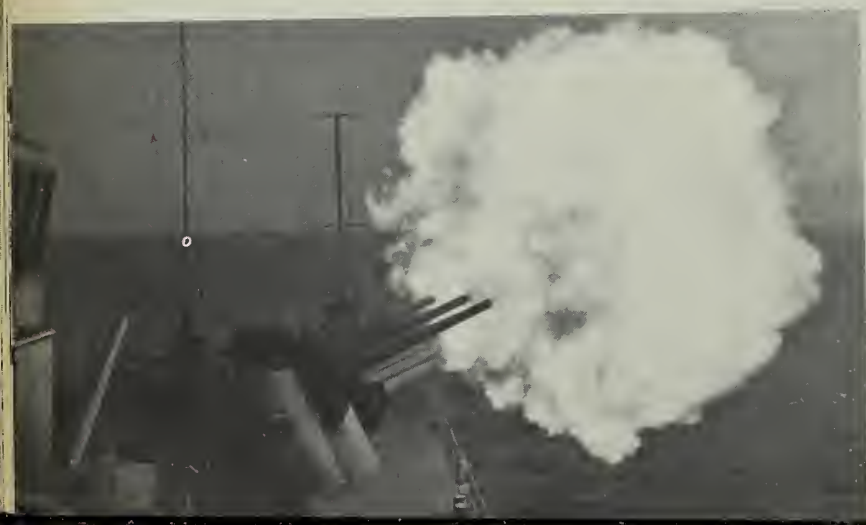
Successive combat missions over Vietnam continue to swell the number attained by the Seventh Fleet attack aircraft carrier uss *Oriskany* (CVA 34) during its current deployment. Between May and November the *Big O* flew 11,041 combat sorties from the South China Sea.

The total of missions racked up by *Oriskany's* Carrier Air Wing 16 is believed to be a record for combat sorties by any comparable air unit, be it land- or sea-based.

*Oriskany* also owns a fine record for other accomplishments for her current combat engagement. The carrier chalked up one underway ordnance replenishment to the tune of 193 tons per hour; conducted more than 200 unreprs and has the distinction of never failing to meet a single day's combat commitments in six months on the line in the Vietnam area.

*Oriskany* deployed from her home port of San Diego on 5 Apr 1965.

**BLAST IT**—USS *Galveston* (CLG 3) blasts shore line. *Rt*: Blistered barrels tell the story of the heavy shelling.





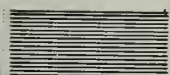
# DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism . . ."

★ MEYERKORD, HAROLD D., Lieutenant, USNR, posthumously, as naval advisor to the Vietnamese Navy River Assault Groups while serving with the Naval Advisory Group, U.S. Military Assistance Command, Vietnam. LT Meyerkord was directly involved in more than 30 combat operations against enemy aggressor forces. On 30 Nov 1964, he was instrumental in turning defeat into victory when, under fire, he reconnoitered ahead of friendly forces and discovered a Viet Cong canal block. He immediately set up a shore command post, directed artillery fire and called for medical evacuation helicopters and direct air strikes. On 13 Jan 1965, LT Meyerkord transferred from a command boat to a small boat, proceeded to a boat grounded in Viet Cong territory, administered first aid to the wounded and returned to the command boat, all under constant enemy fire. On 24 Jan 1965, he directed a Vietnamese River Force flotilla when the Vietnamese commander was wounded in an ambush. Later in the action, though wounded and facing heavy fire, he continued the fight until victory was assured. In his final action, on 16 Mar 1965, LT Meyerkord led a river sortie into insurgent territory after he had again positioned himself in the lead boat in order to direct operations and set an example for the Vietnamese naval personnel. Caught in a heavy ambush, he was wounded by the first fusillade from the Viet Cong. He was reported to have returned their fire at point-blank range until he was fatally wounded. By his sustained leadership, initiative and courage throughout these operations, LT Meyerkord contributed greatly to the U.S. effort in Vietnam and upheld the highest traditions of the Naval Service.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ AVERY, Bennett F., Captain, MC, USN (Ret), as National Coordinator of the Medical Education for National De-

fense (MEND) Program from 14 Jul 1958 to 30 Sep 1965, for his efforts in the acceptance of the program as part of the curriculum of all the American colleges of medicine.

★ CARPENTER, M. Scott, Commander, USN, for his contributions to Project Sealab II as Senior Team Leader of the aquanauts from 28 Aug 1965 to 13 Oct 1965.

★ DORNIN, Marshall E., Rear Admiral, USN, as Commander Cruiser-Destroyer Force, U. S. Pacific Fleet, from 30 Aug 1963 to 28 May 1965, for his work in the development of advanced training methods with variable depth sonar and for his contributions to the improvement of Force readiness.

★ HUSBAND, ALEXANDER C., Rear Admiral, CEC, USN, for the period from June 1963 to November 1965 while serving as Director, Facilities Management, Bureau of Yards and Docks; Deputy Chief of the Bureau of Yards and Docks; and Deputy Chief of Civil Engineers, for his contributions in the reorganization of the Bureau and its field divisions to meet expanded responsibilities for Facilities Maintenance and Utilities Operation, which quadrupled maintenance resources of the Bureau.

★ LONG, THOMAS A., Rear Admiral, SC, USN, as Commanding Officer, Naval Supply Center, Norfolk, from 14 Jan 1963 to 14 Sep 1965, for his work in the expansion of the command's mission and workload in support of Navy and other Defense Department activities at savings of several million dollars to the government.

★ SHEATS, Robert C., Master Chief Torpedoman's Mate, USN, for his work as Team Leader of an aquanaut team during Project Sealab II, from 28 Aug 1965 to 13 Oct 1965.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ MCKINLEY, Gerald W., Lieutenant (jg), USNR, posthumously, as pilot of an A1 aircraft in Attack Squadron 215, operating from USS Hancock (CVA 19), during a strike on the Vinh Son radar

installation in North Vietnam on 31 Mar 1965. After completing two high altitude bombing runs, and after other aircraft had retired from the area, LTJG McKinley began his final attack, a low altitude bombing run. As he sought to destroy the strategically located target, his aircraft was destroyed by heavily concentrated small arms and automatic weapons fire.

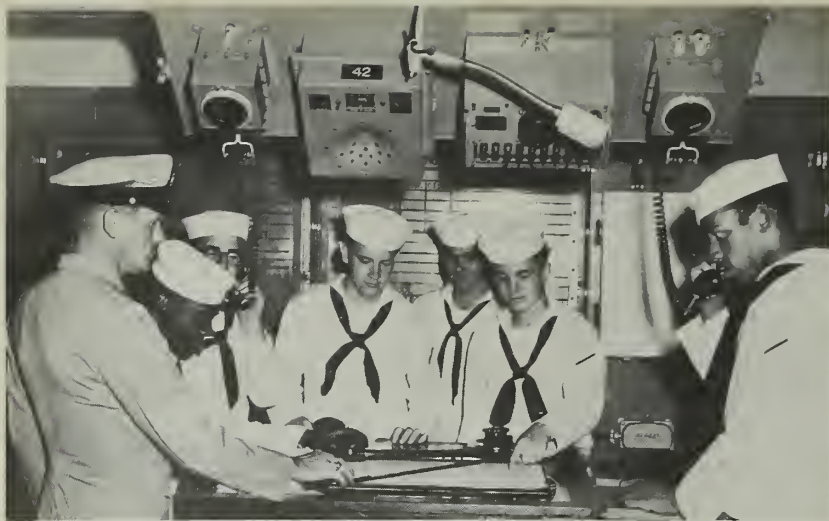
★ ROARK, WILLIAM M., Lieutenant, USN, posthumously, as a pilot in Attack Squadron 153 aboard USS Coral Sea (CVA 43), for operations in Vietnam on 7 Apr 1965. Completing several successful attacks against military targets along a coastal highway in North Vietnam, his flight was taken under concentrated fire by numerous anti-aircraft and automatic gun positions. LT Roark attacked the gun emplacements despite the fire directed at him. When his aircraft was struck by hostile fire, he flew the disabled jet toward the water and successfully ejected. He was fired upon continuously during his parachute descent and after reaching the water. The intense barrage of anti-aircraft, automatic weapons and mortar fire directed onto the water by the enemy prevented helicopter rescue of LT Roark, who was fatally wounded. His cool courage in the face of intense enemy opposition was in keeping with the highest traditions of the U.S. Navy.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ WALLS, Richard B., Lieutenant Commander, USN, as pilot of an A3B aircraft in Attack Carrier Wing Air 16, operating from USS Oriskany (CVA 34), on 25 May 1965. When his aircraft crashed into the sea following a catapult launch failure, LCDR Walls, though he sustained several severe lacerations and a compound fracture of one leg, immediately rendered assistance to his passenger, who was on his first ride in a carrier-launched jet. Grasping his fellow victim and thrusting him out of the submerged aircraft, LCDR Walls continued his assistance upon reaching the surface of the water by inflating the struggling passenger's life vest, loosening his oxygen mask and attaching him to the helicopter rescue hoist. His prompt action saved a life.



SHIPSHAPED—Reservists train at Naval Reserve Training Center in Omaha.



NAVAL RESERVISTS man stations at simulated ship's damage control central in NRTC. Below: Weekend Warrior prepares for training flight at NAS, Oakland.



TRAINING keeps Reservists ready.

## A Good

**T**HE U. S. Naval Reserve, which concluded a year-long observance of its golden anniversary in March is continuing to demonstrate itself to be a vital element of the Navy team.

Although the concept of the Reserve forces dates back to colonial times, and was an important factor in the defense of the American colonies before 1775, the Naval Reserve as we know it today did not come into being until 1915.

During World War I, a third of a million Reservists—30,000 officers and 300,000 Reserve enlisted men—served on active duty with the Navy.

Nearly three and one-half million Naval Reservists served during World War II—representing some 80 per cent of the Navy personnel on active duty.

Thousands more participated in the Korean conflict. And, during the Berlin crisis, 40 Naval Reserve Training Ships and their crews were called up, and 18 Naval Air Reserve squadrons were activated.

During the Cuban crisis several thousand Naval Reservists volunteered to take part.

There are approximately 580,000 Naval Reservists today. Although none has been called up to serve in Vietnam, there are nearly 96,000 Reservists now on active duty. Some are volunteers; others are fulfilling their active military obligation.

Of the Naval Reservists on inactive duty, some 126,000 are serving in a drill-pay status and approximately 21,000 others are drilling on a non-pay basis.

It's easy to see, then, that today's Naval Reserve is a complex organization, as indicated on these pages.



structure of other USAF major air commands such as TAC and SAC.

The U. S. Army Air Defense Command (ARADCOM) will also realign its boundaries effective the first of April as part of the reorganization of NORAD. The number of regional commands will be reduced from five to four and new geographical areas of responsibility will be established for three of the new regions. Two regional headquarters will also be moved. The newly designated areas of responsibility will conform to the boundaries of the NORAD regions within the United States.

The headquarters of the new 1st ARADCOM Region will, for the time being, remain at Fort Totten, N.Y., and the present boundaries will be retained. During fiscal year 1967, however, this headquarters probably will move to Stewart Air Force Base, N.Y., to locate it with the headquarters of the Eastern NORAD Region.

Headquarters of the 6th ARADCOM Region will also remain stationary at Fort Baker, Calif., but the region's area will be increased to include the 7th ARADCOM Region (which is being discontinued) at McChord AFB, Wash.

The headquarters of the 2nd ARADCOM Region will remain at the Richards-Gebaur Air Force Base, Mo., but the regional boundaries of the reconfigured second region will coincide with those of the Central NORAD Region.

Headquarters of the 5th ARADCOM Region will move temporarily to Maxwell AFB, Ala. Eventually, however, this headquarters will be located at Gunter AFB, Ala. The boundaries of the reconfigured 5th Region will coincide with those of the Southern NORAD Region.

★ ★ ★

AIR TRAFFIC in both passengers and cargo to and from the Pacific area reached an all-time high during the first six months of fiscal year 1966 (July through December 1965). Preliminary figures indicated that Military Airlift Command (MAC) traffic had increased 56 per cent in cargo tons and 99 per cent in passengers over the final six months of the previous fiscal year, reflecting the growing airlift support of the Vietnam buildup.

The use of commercial planes to airlift supplies and personnel to the Pacific area is also increasing. On a monthly average, commercial airlines are carrying 28 per cent more cargo and 55 per cent more passengers than they did last year.

Aeromedical evacuation is also playing an important role in the Vietnam support. *Starlifter* C-141 jets carrying cargo to the Orient are adapted for litter patients in the Philippines for the return trip. A total of 7785 patients have been returned from the Pacific area since January.

Statistics showed 566,670 passengers and 106,478 tons of cargo were carried during the first six months of FY 1966 on both inbound and outbound scheduled and special flights.

★ ★ ★

THE AIR FORCE has streamlined its photographic activity. What had formerly been the Air Photographic and Charting Service has become, under the single



DRAWING BOARD model of Air Force FB-111 jet bomber carries 50 750-lb. bombs under wings and internally.

manager concept, the Aerospace Audio Visual Service.

The new Service employs the services of some 3200 people around the world and their efforts focus on a score of photographic operations.

These include, for example, photographing air combat activities and missile launches from Vandenberg AFB, Calif., production of all Air Force training and orientation films, management of all film services obtained by the Air Force from commercial sources, operation of a worldwide film distribution system and photography for the Defense Atomic Support Agency and the Atomic Energy Commission.

In the future, the new organization also may enable air-mobile photo teams equipped with processing equipment to be airlifted with advance troops into the heart of an international crisis. This would enable force commanders to see quickly processed film, thereby enabling them to evaluate the effectiveness of the air operations.

The new audio-visual service is also planning future mobile video coverage of important events and use of the video tapes for television news programs as well as for permanent documentation of events.

LIT UP—Flares dropped from Air Force C-123s light up Saigon at night when Viet Cong are spotted near city. Each flare gives off more than one million candlepower.



# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **HOUSEHOLD GOODS** — Since 14 Jul 1965, *Joint Travel Regulations* have authorized Navy men who are transferred under PCS orders to some ships or afloat staffs to move their dependents and household effects at government expense to a place designated by the member.

To qualify, the ships or staffs to which the members were transferred had to be designated as operating in an overseas area for an expected continuous period of one year or more.

These regulations were amended as of 23 Sep 1965 to include not only Navy men who were transferred after 14 July, but also to include the dependents and household effects of Navy men who were already attached to designated ships or staffs.

The amendment also entitles men who make a permanent change of station transfer from these ships or staffs to move their dependents and household goods to their next station at government expense.

PCS orders for Navy men going to or transferring from ships or staffs which qualify should contain a statement to the effect that the ship or staff to which the member is being transferred is listed in OpNavInst 4600.16 of 27 Aug 1965.

This instruction gives the names of ships and staffs designated by CNO, under authority from the Secretary of the Navy, which will be operating in overseas areas for a period of at least one year. If the member's orders do not contain this statement, they can be checked against the list when dependents' travel is being substantiated in accordance with paragraph 7101-3 of

### *Navy Travel Instructions.*

Navy men who were already on board when their ship or staff was designated by CNO can have their claim for dependents' travel and transportation of household goods substantiated by a certificate from their commanding officer. This is also true of Navy dependents' travel and transportation of household goods after ships and staffs are no longer on CNO's list of designated ships and staffs.

• **COMMUTED RATIONS CHANGE** — A new schedule of commuted, field, hospital and leave rations became effective the first of the year. The value is now established at \$1.10 for CONUS activities and \$1.14 for afloat and overseas activities which include Hawaii and Alaska. Navy men who are assigned to a ship and drawing commuted rations in CONUS are entitled to the \$1.10 rate rather than the afloat rate.

Enlisted men on authorized leave also receive the \$1.10 rate unless they are assigned to sea or overseas duty in which case they are entitled to the \$1.14 rate when on leave in an overseas area.

Here is a breakdown of commuted rations for CONUS: Breakfast—25 cents, dinner . . . 45 cents, and supper . . . 40 cents. In overseas areas, the breakdown is 24 cents for breakfast, 50 cents for dinner and 40 cents for supper.

Supplemental subsistence allowance for CONUS is prorated with 32 cents for breakfast, 55 cents allowed for dinner and 60 cents for supper.

Those in overseas areas are allowed 33 cents for breakfast with 50 cents for dinner and 60 cents for supper.

The basic rates for Navy children's meals (provided the children are 12 years of age or under) remain unchanged.

• **FORM TO END FORMS** — The Administrative Office of the Navy Department wants constructive criticism from the Fleet concerning the reports and forms required by the Department.

Toward that end the Administrative Office has set up a form to end all forms—or at least to end the unnecessary and overcomplicated ones. This streamlining device is the *Form/Report Improvement Recommendation*, NAVSO 5213/2 (Rev. 6-65). Initially designed for use in the 1965 Comprehensive Review of Reports and Forms, it provides a simplified means for ships and stations to recommend shortcuts through the paperwork required by various sources within the Department of the Navy.

All naval activities are encouraged to use NAVSO 5213/2 at any time to recommend improvements. The form may be obtained from the Navy Supply System on order number 0104904-0910. A filled-in specimen copy may be found on the back of AO Instruction 5213.30, issued to all ships and stations on 15 Dec 1965.

• **FLIGHT TRAINING**—Now is an ideal time for eligible junior officers to apply for Navy flight training. Applications are particularly desired from officers commissioned after 1 Dec 1963.

Vacancies exist in the officer flight training class convening 27 March through 29 May 1966. Candidates who meet the eligibility requirements and are selected will be ordered to U. S. Naval Air Station, Pensa-



JUST ABOUT EVERYONE wants ALL HANDS Magazine—but remember, only one copy to ten men, so pass it on!





"Tenshun on deck!"

cola, Fla., for five weeks of pre-flight training.

The next eight months are spent in primary and basic flight training, mastering cross-country, formation, night and instrument flying. About four months are required for advanced flight training in combat type aircraft. A choice is given, when possible, between flying multi-engine patrol, helicopter or carrier type aircraft.

Successful completion of this intensive training leads to Navy wings and designation as a naval aviator.

General requirements for acceptance into the flight training program are:

- Applicant must be less than 26 years of age at time of application.
- Must be physically qualified.
- Must have successfully completed a minimum of four semesters of undergraduate work or its equivalent at an accredited college or university.

Applications should be submitted as soon as possible. Complete information concerning qualifications and application procedures may be found in BuPers Inst. 1520.20C.

• **CARTOON CONTEST**—The 11th All-Navy Comic Cartoon Contest is underway, and ALL HANDS Magazine extends its annual invitation to Navy cartoonists. This year's contest, as in the past, is open to all active duty Navy personnel and their dependents.

Entries must be in black ink on 8- by 10½-inch white paper or illustration board. They must be gag or situation cartoons in good taste, suitable for general use and have a Navy theme or background.

Contestants may enter as many cartoons as they wish, provided the following information and statements are securely attached directly to the back of each entry: The name of the originator; his rate or grade; service/file number; his duty station; the

name of his hometown newspaper(s); his command recreation fund administrator; and a brief statement certifying that the cartoon is original.

The following statement must also be included: "All claims to the attached entry are waived, and I understand the Department of the Navy may use as desired." This should be signed by the contestant.

Beneath this statement should be written "forwarded" with the signature of the contestant's commanding officer or his designated representative.

Entries from dependents of active duty Navymen should bear this statement:

"I am a dependent of \_\_\_\_\_, rate/grade, etc."

Deadline for submitting the entries is 1 Jul 1966.

BuPers Notice 1700 of 27 Jan 1966 has the details.

• **COMBAT INSIGNIA** — Eligible Navymen can now wear the Fleet Marine Force Combat Operations Insignia on the suspension ribbon and ribbon bar of the Armed Forces Expeditionary Medal and the Vietnam Service Medal. This applies to Navymen now attached to Fleet Marine Force units participating in combat operations, or those who have been in similar combat status since 1 Jul 1958.

The insignia is a bronze replica of the official Marine Corps emblem. Only one can be worn on each ribbon or medal for which wearing is authorized.

Navymen currently attached to or operating with a Marine Corps unit which has been or is currently engaged in actual combat action should have a service record entry made to show they are eligible to wear the insignia.

Likewise, both active and inactive duty Navymen who are eligible to wear the insignia should offer evidence of eligibility and make application for authorization to wear it. Active duty men who were previously attached to Marine Corps units should consult their personnel officer. Inactive duty men should request authorization from the Chief of Naval Personnel, and include the name of the Marine unit to which attached and dates of action.

Information on how to obtain insignia will be published as soon as it is available. PuPers Notice 1950 of 21 Dec 1965 has further details.

## QUIZ AWEIGH

The Nation's capital is the Navy's headquarters. In or near Washington, D. C. are many people and offices which determine and administer Navy policy, among them the Secretary of the Navy, the Chief of Naval Operations and the various bureaus.

How much do you know about your headquarters organization?

1. All six of the Navy's bureaus are located in the Washington area. Name them.



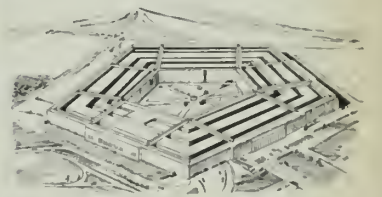
2. In 1959 the Bureau of Aeronautics merged with another Navy bureau to form the:

- (a) Bureau of Yards and Docks
- (b) Bureau of Naval Weapons.
- (c) Bureau of Ships.



3. With which bureau did BuAer merge?

4. The Secretary of the Navy is appointed by the President. Before he can



take the post, however, the appointment must be approved by:

- (a) The U. S. Senate.
- (b) The U.S. House of Representatives.
- (c) Neither of the above.



5. The first Navyman to serve as chairman of the World War II Joint Chiefs of Staff was:

6. During World War II BuPers was named the Bureau of Naval Personnel. Before that time, it was the:

- (a) Bureau of Navigation.
- (b) Bureau of Ships.
- (c) Neither of the above.

Answers to Quiz Aweigh may be found on page 46.

# THE BULLETIN BOARD

## Variable Reenlistment Bonus Proves to Be Gold Mine for Many

**T**HE VARIABLE REENLISTMENT bonus has been in effect since 1 Jan 1966. And since that date, photos have been appearing regularly in the local press of smiling Navymen posing with sizeable stacks of greenbacks as they sign up for another hitch. If you are in one of 25 ratings, here's how you may be eligible to join this group.

Basically, the VRB is an additional bonus paid to personnel in ratings which have a critical shortage of career personnel. This means that qualified personnel on their first reenlistment can collect at least twice what normally they would receive (up to five times the normal amount for certain ratings).

This flexible additional pay incentive will, it is hoped, alleviate the present critical shortage of career personnel in these ratings. As shortages either increase or decrease, the variable reenlistment bonus also is subject to change. In other words, those ratings currently eligible for VRB may not be eligible six months or one year from now.

To be eligible to receive the variable reenlistment bonus, you must meet ALL the following requirements:

- You must be eligible to reenlist and eligible for your first reenlistment bonus.
- You must reenlist or extend in the Regular Navy for a period which, when combined with your previous active service, totals at least six years. (Reservists enlisting in the Regular Navy may be eligible provided their enlistment makes them eligible for their first reenlistment bonus.)
- You must be at least E-3, and your rating must be designated as a VRB eligible rating (see list below).
- If you were separated from active duty, you must reenlist within three months of the date you were released from active duty.
- You must have completed at least 24 months of continuous active service before you extend your enlistment or you are released from active duty.
- And you must be qualified and

serving in the rating on which the bonus is based. (Depending upon the needs of the service, exceptions may be made by the Secretary of the Navy concerning Navymen qualified but not serving in the eligible skill.)

If you decide you want to convert to a rating which is eligible for the VRB, you may do so under certain circumstances. You won't, however collect any VRB, unless your conversion is complete before your extension of enlistment becomes effective.

(If you must reenlist before conversion—for example, under the SCORE program—you will not be eligible for VRB.)

Currently there are 25 ratings eligible for the variable reenlistment bonus. All have been placed in one of four groups, each of which is assigned a multiple (one, two, three or four). By multiplying this number by your normal reenlistment bonus, you have your VRB value. This value, plus your normal reenlistment bonus will be the amount you receive. And in some cases, this could come to over \$7500.

For example, let's say that a sonar technician second class with over three years of active duty decides to reenlist for six years. Since his base pay is \$250.50 per month, his normal reenlistment bonus would be \$1503. The ST rating has a VRB multiple

of four which means our man's VRB value is \$6012. This, in turn, would make his total reenlistment bonus \$7515, plus anything else to which he is entitled (unused leave, travel allowance to home of record, etc.).

Needless to say, you could, at income tax time, find yourself with quite a burden if you received this entire amount in one lump payment. However, this will not be the case. You will receive the bonus in annual installments, the first of which will be paid on your reenlistment date. Subsequent installments will be paid on each anniversary of your reenlistment.

The VRB is taxed at the same rate and under the same conditions as the normal reenlistment bonus. However, each annual installment will be taxed in the year in which paid.

If you want to receive your variable reenlistment bonus in fewer annual installments, you may. But this will be the case only in special meritorious cases. And since each request must be handled separately and is subject to approval by the Secretary of the Navy, you would do well to start the ball rolling about three months in advance of the date you plan to reenlist.

You should submit your request via your commanding officer to the Chief of Naval Personnel stating your reason why you want the VRB paid in fewer installments.

Don't feel, however, that you must decide three months before you reenlist if you want your VRB in fewer installments. You don't have to make your request until the day you raise your right hand. If you do wait, however, don't expect any money until several weeks after your reenlistment.

Here's another point you might consider: Since the variable reenlistment bonus is not a substitute for proficiency pay, you may be eligible to receive both. Check with your personnel officer to see if you can qualify for pro pay.

Details on the variable reenlistment bonus may be found in BuPers Inst. 1133.18.

The following is a list of the rat-





ings currently eligible for the variable reenlistment bonus and their VRB multiple:

#### Rating

|   |   |
|---|---|
| Photographic Intelligenceman (PT)                                   | 4 |
| Sonar Technician (ST)   | 4 |
| Electronics Technician (ET)   | 3 |
| Communications Technician (CT)                                      | 3 |
| Fire Control Technician (FT)  | 3 |
| Data Systems Technician (DS)  | 3 |
| Radarman (RD)   | 3 |
| Aviation Fire Control Technician (AQ)                               | 3 |
| Aviation Antisubmarine Warfare Technician (AX)                      | 3 |
| Machine Accountant (MA)   | 2 |
| Interior Communications Electrician (IC)                            | 2 |
| Aviation Electronics Technician (AT)                                | 2 |
| Bailerman (BT)  | 2 |
| Radioman (RM)   | 2 |
| Torpedaman's Mate (TM)  | 1 |
| Electricians Mate (EM)  | 1 |
| Missile Technician (MT)   | 1 |
| Machinist's Mate (MM)   | 1 |
| Opticalman (OM)   | 1 |
| Engineman (EN)  | 1 |
| Signalman (SM)  | 1 |
| Gunner's Mate Technician (GMT)                                      | 1 |
| Quartermaster (QM)  | 1 |
| Engineering Aid (EA)  | 1 |
| Hospital Corpsman (HM) (Operating Room Technician, NEC 8483, only.) | 1 |

### Historical Foundation Grant Makes Naval Papers Available In Library of Congress Files

The Naval Historical Foundation has authorized a grant of \$40,500 to enable the Library of Congress' Manuscript Division to organize definitively the unpublished manuscripts and personal papers of the Foundation and to prepare descriptive guides to facilitate their use by scholars. The program will cover a three-year period.

The Naval Historical Foundation began to deposit its large collection of manuscripts in the Library of Congress in 1949. The collection was begun in 1926.

The Foundation's purpose is to foster the study of U. S. naval and maritime history from original sources and to increase popular interest in U. S. naval history.

The collection, which includes approximately 300,000 manuscripts, consists primarily of private files of naval officers, including personal correspondence, journals of cruises, files of orders and papers, and addresses on various naval subjects.

The documents span the entire his-

tory of the U. S. Navy, beginning with the papers of Commodore Thomas Truxtun. Among the documents are the papers of Admirals Stephen B. Luce, William F. Fullam, Hilary P. Jones and David E. Sellers; of Captain Washington I. Chambers; and of Commodores R. W. Shufeldt and Dudley Knox.

RADM John W. McElroy, USNR (Ret), is in charge of organizing the Foundation's collection.

### E-7s Need Only Three Years In Rate to be Eligible for May Exams for Advancement

The Navy-wide examinations for advancement to pay grades E-8 and E-9 will be held on Tuesday, 24 May this year.

Because of a change in the examination center's computer system, commands no longer need order E-8 and E-9 exams for active duty personnel except those in the CT rating. Henceforth, the examinations will be distributed automatically to all eligible personnel on active duty. Examinations for Navymen in the CT rating will be ordered in the usual way from the Director, Navy Security Group, in accordance with NavSecGru Inst. 2573.4 (series).

A candidate's eligibility will be determined by his length of service and time in rate as established from information supplied by the Naval Manpower Information System. However, in order that proper distribution of the examinations may be made, commanding officers should insure the correctness of in-

formation contained in BuPers Report I080-14 and submit corrections by diary entry, if necessary.

Although most examinations will be distributed automatically, commanding officers still have the prerogative and duty of recommending eligible individuals for advancement in rating. This recommendation is necessary before a Navyman can take the exam.

There has been a change in the time in rate necessary to be eligible for advancement to E-8. The rules now require the candidate to have been in pay grade E-7 for only 36 months, instead of 48 months as in the past.

The *BuPers Manual* provisions regarding minimum total service of 11 years, eight of which must be enlisted, however, are still in effect. The terminal eligibility date for advancement to both pay grades E-8 and E-9 is 16 Jan 1967.

In view of the early date for the E-8 and E-9 exams, mandatory correspondence courses need not be completed until 1 Jul 1966. Evidence of satisfactory completion of the courses must be in the candidate's duplicate service record before the meeting (in September 1966) of the board which selects senior and master chief petty officers.

Candidates for both pay grades should check NavPers 18068B (*Manual of Qualifications for Advancement in Rating*) for the revised qualifications for advancement which are effective with this examination series.

Navymen who have been selected for advancement to warrant officer or commissioned status are ineligible to compete for advancement to senior or master chief petty officer unless they intend to reject the warrant or commission.

Those who are selected for warrant or commissioned status who do not accept appointment, should inform the Chief of Naval Personnel of this fact before participating in the May exam. Otherwise the results of their examination may be invalidated.

Requests for substitute exams must be received at the U. S. Naval Examining Center no later than 15 June.

Full details concerning the examinations can be found in BuPers Notice 1418 of 8 Dec 1965.

#### All-Navy Cartoon Contest Charley Wise, HMC, USN



"I do hope the baked beans and chipped beef will be as good as you get on the ship."

# A Report on Cost-of-Living, Rental and Lodging Allowances

UNITED STATES NAVYMEN and members of their families are among the most widely traveled persons in the world. It is indeed a rare Navy family which has not lived in several of the 50 United States and many have spent at least one tour in a foreign country or one of the U. S. territories outside the continental limits.

Inasmuch as overseas life is such an integral part of Navy life, it is helpful for a Navyman to know the basic facts concerning three overseas allowances designed to keep his family's finances while overseas on a par with those of Navymen stationed at home.

Every Navy family knows that, even within continental United States, the purchasing power of the dollar varies from city to city. Such variable conditions also exist from country to country throughout the world.

When commanding officers at overseas locations ascertain that the Navyman's dollar no longer provides the same living conditions which the men in their command might expect to enjoy back home, probably their first reaction is to request an increase in the station's temporary lodging, rental and/or cost of living allowances to alleviate the financial pressure.

Frequently the increase is quickly granted to the evident satisfaction of everyone at the post.

Sometimes, however, the increase is rejected, leaving everyone correspondingly dejected. The result is usually a deep-throated grumbling which is caused by misconceptions concerning the nature of the allowances and their mechanics. Mostly, however, resentment centers on whoever it is in Washington that determines the amount of the allowances in the first place.

ALL HANDS has gathered together some facts concerning the temporary lodging, rental and cost of living allowances. This roundup is not intended to act as a substitute for the *Joint Travel Regulations* which provide the official word and all the details on the subject. It will, however, bring out several salient points which seem to have been overlooked.

THE OFFICE IN WASHINGTON which decides (among other things) the amount of temporary lodging, hous-

ing and cost-of-living allowances paid to all military men overseas is actually a committee—the Per Diem, Travel and Transportation Allowance Committee, which has members representing the U. S. Army, Navy and Air Force as well as the Marine Corps, Coast Guard, Public Health Service and the Environmental Science Service Administration. The chairmanship of the committee rotates every six months between the Army, Navy and Air Force.

A decision concerning overseas allowances made by this committee becomes the official word and, although it may sometimes seem arbitrary to overseas Navymen, the committee's actions are based upon firm information and arrived at through sound statistical procedures.

Congress has provided that the Department of Defense may authorize per diem considering all elements of the cost-of-living to members of the services. As a result of this authorization, you may be paid, while ashore overseas, whatever temporary lodging allowance, rental allowance and cost-of-living allowance is prescribed for your station.

These allowances are not intended to provide an extraordinary standard of living for your rank or rate; they are paid to help you maintain, insofar as is practical, the standard of living which you would have in the United States and to prevent your suffering undue financial hardship as the result of living costs due to a foreign assignment. Let's examine the specific purposes of the allowances one at a time.

When you arrive at your overseas

post, the chances are your household goods will not have preceded you. It is also highly probable that it will be a while before you find a house you like.

This situation usually means that you and your family must live in a hotel or pension and eat in a restaurant until you are ready to settle down in permanent housekeeping quarters.

The Navy pays you a temporary lodging allowance to help you meet these extraordinary expenses without going into debt. It pays the allowances both when you arrive in a new country and when you break up your household preparatory to leaving your post.

When you and your family have established yourselves in housekeeping quarters, you begin receiving a rental allowance in many areas which, when combined with your BAQ, substantially covers the cost of housing.

At some stations where the cost of living exceeds that in the United States, you will receive a cost-of-living allowance which the Navy pays you to help ease the money gap sometimes encountered overseas and to help you to live as well as you would if you were stationed in your own country.

These are simple explanations of the purposes of overseas allowances. Now let's examine the mechanics which determine the amount to be paid.

## Temporary Lodging Allowance

As mentioned before, any Navyman upon arrival at an overseas post and immediately before leaving one, will probably find it necessary to live for a time in a hotel. In addition to a hotel bill, which in itself is enough to put wrinkles in his purse, he must take his family to a restaurant for food. Needless to say, this could be disastrous to a family budget were it not for a temporary lodging allowance.

Sometimes Navy families short-circuit the rules by finding accommodations with housekeeping arrangements and don't find it necessary to use restaurant facilities. If this situation becomes widespread, you can bet your bottom dollar the allow-

All-Navy Cartoon Contest  
William R. Maul, CTCA, USN



"I like your way of thinking, Morrison."



ance will be reduced.

This allowance, like others of its kind, is subject to frequent and thorough audit. When the allowance ceases to serve the purpose for which it is intended, it is canceled or changed. Any Navyman who collects the allowance but who does not live under the conditions for which it is paid, is liable to find himself refunding payments.

Another word to the wise, concerning the payment of lodging allowances. Navy men will sometimes find they must remain in a hotel after their allowance authorization expires. Under certain conditions and with proper justification, the temporary lodging allowance can be extended to cover additional time in hotels. It cannot, however, be extended retroactively. If you find you cannot leave your temporary lodgings within the specified time, you should request an extension of the allowance before it expires.

After you have arrived at your overseas post and have had an opportunity to look around, however, you should be able to find housekeeping quarters for your family before your temporary lodging allowance expires.

### Housing Allowance

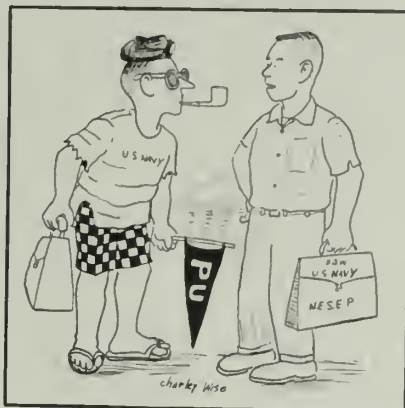
You will then find that there are a number of expenses connected to moving into foreign housing which you won't find at home. Foreign housing, for example, frequently requires transformers to convert the local current to the type which your electrical appliances can digest.

You may even have to install electrical fixtures and provide other amenities which you would take for granted in the United States but which come under the heading of extras in many parts of the world.

As might be imagined these extras combined with such items as painting, minor repairs and frequently a host of other details, require a considerable outlay of money at the beginning of your tour. Restoring the house to the condition required by your lease may also require the expenditure of some cash when you leave.

Your housing allowance is paid to you on a monthly basis on the assumption that you will budget the expenditure of your allowance to cover these extraordinary expenses.

### All-Navy Cartoon Contest Charley Wise, HMCS, USN



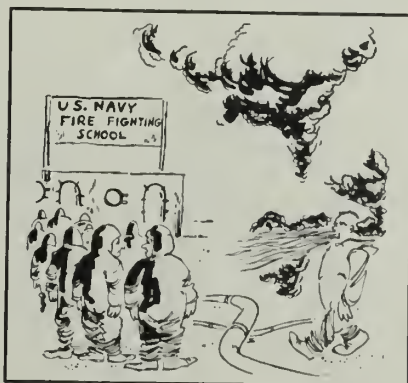
"You really have adjusted well to college life."

The expectation that your housing allowance will cover the expenses incident to establishing or disestablishing your household at a foreign post as well as cover a portion of your actual month-to-month rental frequently gives rise to misunderstandings and doubts concerning the adequacy of the allowance.

The housing allowance is to be used with your BAQ to cover your initial expenses and your terminal expenses incident to housekeeping as well as your monthly rent.

It is intended to include, in addition to your monthly rental, the cost of heat, repairs, electricity and any other costs incidental to maintaining a household.

Frequently, at a foreign station, there will be much in evidence the Navy family who has gone native and lives in the equivalent of a thatched hut on the beach, in quarters which would be considered sub-



I understand some of these instructors have been here quite a while.

standard in the United States and may even be considered on a pretty low plane in the country in which our Navyman is resident. These people bring down the averages on which the allowance is based.

At the other extreme, is the family that has not budgeted its allowance to cover initial and terminal expenses nor has it taken into consideration that the allowance is supposed to cover the cost of utilities and other housekeeping costs. They have blown the entire allowance on rent and live according to a standard which they would consider much above their income in the United States, not to mention that of their host country.

The rental allowance is computed on a standard in between these two extremes. Its purpose is to give the Navyman the same level of housing he could reasonably expect to enjoy if he lived within the United States—no more, no less.

### Cost-of-Living Allowance

Some Navy men draw posts at which the cost of living is sky-high. If they were left to fend for themselves, they would find themselves hungry indeed. Fortunately, however, the Navy has provided a cost-of-living allowance to cover this contingency.

The purpose of the allowance, as mentioned earlier, is to enable Navy men in high-cost posts to maintain the same standards of living they would have if they were stationed in the United States.

The allowance is based upon the cost of living throughout the United States as reported by the Labor Department. These statistics are combined with such factors affecting military life as the PX and the commissary.

When you are living in a foreign country, you may be dismayed by the rise in local prices at your post and know your commanding officer has asked Washington for relief in the form of an increase in the cost-of-living allowances for all military personnel at your post.

Frequently, the stations are given an increase in their cost-of-living allowance when local prices move upward. There are times, however, when an increase in prices abroad coincides with a rise in prices at home. In some instances, the rise

in the prices of beans and hamburger in the United States exceeds that at the overseas station which requested an increase in its cost-of-living allowance.

In such a case, the station might have its request for an increased cost-of-living allowance denied. It might even have its allowance cut. The reason, of course, is that a serviceman living in the States would suffer a decrease in his standard of living because of the rise in local prices. Inasmuch as the standard of living abroad is based upon the standard of living at home, it must, of necessity, go down overseas, too.

## How It Is Determined

The cost of local items as reported to Washington is determined by each of the military services represented at a given post in cooperation with the State Department. The determination of costs involves two considerations: The relationship of prices at a given post to prices paid by military personnel in the United States and the expenditure pattern characteristic of Americans at the foreign post.

A retail price schedule is the major source of price information abroad and some of the information regarding expenditure patterns. Items affecting the cost of living at your post are supposed to be represented in this schedule. An identical schedule for the United States is prepared by the Per Diem Committee. This gives the committee a yardstick for comparing the cost of living at home with the cost of living at your post.

All goods and services, of course, are not sampled. The items selected are representative of a large group of related consumer expenditures and each article is considered to be a valid indicator of the price level of the commodity group it represents. Furthermore, the articles selected are usually available throughout the world so that a standardized method of measuring costs throughout the world can be had.

In this report, the actual prices paid by you and your fellow Navy-men appear, taking into consideration such factors as exchange controls, sales taxes, price control enforcement and other items.

When this report is received in Washington, it is first converted into United States currency and weights. This is done by using the rate of ex-

## QUIZ AWEIGH ANSWERS

(Quiz Aweigh may be found on page 41)

1. Bureau of Medicine and Surgery; Bureau of Naval Weapons; Bureau of Ships; Bureau of Supplies and Accounts; Bureau of Yards and Docks; Bureau of Naval Personnel.
2. (b) Bureau of Naval Weapons.
3. Bureau of Ordnance.
4. (a) The U. S. Senate.
5. Fleet Admiral W. D. Leahy.
6. (a) Bureau of Navigation.

change you yourself use. A representative local market price is determined for each item and the prices are combined with the post's own estimate regarding the amount of purchases at each source of supply.

Since individuals have varying purchasing habits, it is necessary to make some assumptions regarding the source of supply which will be fair for the largest number of people, although the assumption may not actually be representative of the habits of any one person or family. The average which is sought is the average cost to all American military personnel for each item selected for pricing at your particular post.

There are, of course, other factors for, as every Navyman knows, he does not buy and use the same things overseas that he buys at home. The basic weighting factors are modified for each foreign post to take into account this difference in expenditure patterns.

Climatic and health conditions and local culture affect the mode of expenditures. In tropical climates, for example, lighter and fewer clothes are needed. On the other hand, those that are required are liable to wear

out faster because of the deteriorating effect the climate has on them.

More servants are necessary in the orient than in northern Europe—all these special conditions are taken into account as all tend to raise the cost of living to a higher level than would be the case if expenditure patterns at home prevailed.

Every available fact is used to determine as scientifically as possible the foreign expenditure patterns necessary for you to maintain a manner of living similar to that which you would have at home.

It might be well to mention here that military personnel in foreign countries fare better with regard to the cost-of-living allowance than civilians whose allowances are determined by the State Department. The reason lies in the fact that the State Department uses the cost of living in Washington, D. C. (where most of its home force is stationed) as a basis of computation. Inasmuch as the nation's capital is a comparatively expensive place in which to live and the cost of living there is not mitigated for State Department employees by such things as commissaries or post exchanges, it requires a reasonably high cost of living overseas to even warrant a cost-of-living allowance for civilian personnel.

The committee regulating overseas allowances does its best to give all military personnel a fair shake but inevitably someone gains and somebody else loses. In the long run, however, such gains and losses usually average out. For example, a family who arrived in a country in January and leased a house when rental prices were rising, might be paying the January rate for rent although the committee raised the allowance the following March to reflect the rising cost.

The reverse is also true. A family could lease a house during a period of falling prices and be paying the high January price after the rental allowance is lowered in March to reflect the falling market. The secret of success, as mentioned before, is to budget your gains to offset your losses when and if they come.

There are a few things which your command and you, as an individual, can do to help maintain overseas allowances at a fair level for all. The first is to keep records of your expenditures so you will have an accurate index concerning money spent.

All-Navy Cartoon Contest  
William R. Maul, CTC, USN



"Penny for your thoughts."



When you are asked to make a report concerning your expenditures for rental and items affecting your cost of living allowance, take special pains to make the report accurate and submit it on time.

This advice might also apply to commands as well as to individuals. Obviously, reports not received by the committee cannot be considered in adjusting allowance rates. Commands having unusual problems concerning costs of certain items should certainly report them. They may be peculiar to that particular command and merit some special adjustment of the allowance.

Every command, of course, knows that the U. S. Embassy submits its own reports concerning rental and living costs at foreign posts to the Department of State in Washington. The State Department sets up its own allowances for its civilian foreign service personnel.

Military commands should certainly work closely with the embassy for it is quite conceivable and even probable, in many instances, that military men serving in a given country would have different sources of supply than embassy personnel. Their problems and percentage of usage concerning various items might also be different.

Commands should report the rate of exchange which is representative of their expenditures, but it is not necessary to make the conversion from local to United States currency when making their report. Doing so simply causes confusion and unnecessary work.

The most important thing for a command to remember is simply to make its reports and make them accurately and make them on time. Without reports, the Per Diem Travel and Transportation Allowance Committee can do nothing to alleviate hardships which might have been caused by rising costs. If special reports are required, by all means make them. In emergency cases, adjustments in cost of living, temporary lodging and rental allowances can be made in a matter of a few days in Washington.

All too frequently, commands procrastinate in making their reports in the belief that the committee can make an allowance retroactive to a certain date. This is not true. Allowances, under the law, cannot be retroactive. Therefore, any losses

caused by delayed reports cannot be recouped.

The Per Diem, Travel and Transportation Allowance Committee has the interests of every overseas serviceman at heart and is anxious to see that he receives the compensation he should have to maintain a standard of living equal to the standard he would enjoy at home.

The committee is also concerned that the taxpayer (and you are one) also receives a square deal and that allowances are not authorized when they are not deserved.

Allowances are constantly reviewed and even the allowance structure is examined with a critical eye to see that it performs its function.

Navymen can do themselves a good turn by keeping in mind the purposes and the mechanics of their overseas allowances and budgeting the money they receive on a monthly basis to cover extraordinary expenses as they occur.

### Newest Bainbridge School To Train MA Students

The Machine Accountant Class A School, which opened in January at the Naval Training Center, Bainbridge, Md., will help meet the Navy's growing requirements for qualified machine accountants.

The school, designed to train Navymen to qualify for accounting, data processing and supply billets, will supplement the more informal courses conducted by the PAMIs and by NAVCOSSACT.

All-Navvy Cartoon Contest  
Charley Wise, HMCS, USN



"But, Sir, everybody says the white uniform looks much better on me."

The new school has available a wide range of electronic data processing equipment, including card punches, verifiers, sorters, accounting machines, reproducing punches, interpreters and collators.

The school's 12-week curriculum includes training in the operation of the various machines, plus principles of electronic processing and fundamentals of electronic accounting machines. The students will also learn to wire the machines to do a variety of jobs.

The school will eventually have a staff of 11 resident instructors and a student body of about 120 strikers. Classes of 20 students will convene every two weeks. To qualify, applicants must have a combined GCT/ARI score of at least 110, and must have 24 months of obligated service in addition to an interest in machine accounting.

Quota control is maintained by the Commanding Officer, Enlisted Personnel Distribution Office, Bainbridge, Md. Requests from Fleet activities for MA Class "A" School quotas should be forwarded to EPDOCONUS via the appropriate Fleet EPDO.

### New Correspondence Courses Available for Study

Seven correspondence courses have been revised, and are now available through the Naval Correspondence Course Center, Scotia, N. Y. 12302. Of the seven revised courses, six are enlisted and one is officer. The seven are:

- ECC Sonar Technician 1 and C (Confidential - Modified Handling Authorized), NavPers 91265-A, supersedes NavPers 91265.
- ECC Aviation Boatswain's Mate F 3 and 2, NavPers 91679-B, supersedes NavPers 91679-A.
- ECC Engineman 1 and C, NavPers 91521-E, supersedes NavPers 91521-D.
- ECC Shipfitter 3 and 2, NavPers 91535-1B, supersedes NavPers 91535-1A.
- ECC Dental Technician General 1 and C, NavPers 91682-1B, supersedes NavPers 91682-1A.
- ECC Machinery Repairman 1 and C, NavPers 91509-2, supersedes NavPers 91509-1A.
- OCC Air Navigation, Part II, NavPers 10960-A, supersedes NavPers 10960-1.

# Airlines Now Check Your Baggage Space-wise, Not Weight-wise

**R**ECENT CHANGES in baggage regulations by domestic airlines will affect all Navymen traveling by these carriers, whether the travel is in connection with leave, TAD or PCS orders. The new regulations allow for increased baggage allowances. However, in many cases they change the standards previously used for determining a traveler's baggage allowance.

Some airlines are now adopting "dimensional" standards to replace weight standards for baggage. In effect, this permits the passenger to carry a specified number of pieces of baggage, each not to exceed a specified size. Weight is not a factor.

While the new regulations liberalize weight allowances for domestic passengers, they remain strict about charges for excess baggage which does not comply with the standards. By familiarizing yourself with the new rules you might avoid some expensive and frustrating experiences at airline check-in counters.

For example, one airline which has switched to the dimensional standard now allows a 62-55-45 baggage allowance. These figures represent, in order, the dimensional limits of two separate pieces of luggage that may be checked, plus the combined measurements of cabin baggage, which must be stowed under the seat.

The dimensional limit is the combined *length, width and height* measurements.

The entry 62-55-45 means:

- One checked bag, not exceeding 62 in.
- A second checked bag, not exceeding 55 in.
- One or more pieces of cabin baggage, the combined measurements not exceeding 45 in.

There are several extreme situations which may develop if you report for a flight without having checked your baggage status with the particular airline you are utilizing. If your airline uses the 62-55-45 formula, for example, a single piece of baggage exceeding 62 inches is excess baggage even though no other baggage is checked. (An exception to this is a duffel or seabag, which military personnel may check in lieu of the normal two pieces of checked baggage.)

In another instance, three pieces

of checked baggage may constitute one piece of excess baggage even though all sizes are within prescribed dimensions.

Furthermore, two checked pieces, both exceeding the middle-size dimension, amount to one excess piece, even though both are under the prescribed dimensions for the large piece.

Charges for excess baggage, using the dimensional scale, run from two to six dollars.

Some domestic airlines are retaining the weight standards for free baggage, but allow less weight for military personnel traveling on TAD orders than for those traveling incident to PCS.

Other airlines have adopted a combination of standards, encompassing both the new dimensional limits as well as weight limits.

If you are traveling on government

## Airline Baggage Allowance Chart

Following is a summary of free baggage allowances by major U. S. domestic air carriers, as of 1 Nov 1965. Locate the code number beside each airline on the key below for current allowance. See further explanation of the recent baggage allowance changes in the accompanying article.

| Carrier      | Code | Carrier     | Code |
|--------------|------|-------------|------|
| Allegheny    | 2    | Northeast   | 5    |
| American     | 1    | Northwest   | 1    |
| Braniff      | 1    | Ozark       | 2    |
| Central      | 2    | Pacific     | 1    |
| Continental  | 1    | Piedmont    | 2    |
| Delta        | 1    | Southern    | 2    |
| Eastern      | 4    | Trans-Texas | 2    |
| Frontier     | 1    | Trans World | 1    |
| Lake Central | 3    | United      | 1    |
| Mahawk       | 2    | West Coast  | 2    |
| Notional     | 1    | Western     | 6    |
| N. Central   | 2    |             |      |

Key:

1. 62-55-45
2. 50 lbs TAD; 66 lbs PCS
3. 62-55-45 TAD; 66 lbs PCS
4. 62-55-36 (Third piece(s) exceeding 36 inches but less than 45 inches may be checked without excess charge.)
5. 62-55-63 (Third piece(s) exceeding 36 inches but less than 45 inches may be checked without excess charge.)
6. 62-55-40

Note:

The entry 62-55-45 means: One checked bag, not exceeding 62 in., a second checked bag, not exceeding 55 in., plus one or more pieces of cabin baggage (must be stowed under seat), the combined measurements of which do not exceed 45 inches. The dimensional limit is the combined length, width and height.

orders and using a TR, you will be especially concerned with the baggage allowance standards used by the airline you will be traveling on. If there is a need or justification for carrying excess baggage, your travel section will require a description of your luggage in terms of the standards used by the airline.

The accompanying chart shows a summary of free baggage allowance by domestic air carriers as of 1 Nov 1965. Further details on this subject are contained in BuPers Notice 4630 of 22 Dec 1965. Additional information can be obtained by consulting your local travel section.

## Opportunity for Commissions In Medical Service Corps Available Through NEDEP

A new program has been inaugurated to provide Navymen who qualify a college education and a commission in the Medical Service Corps. The program is called NEDEP (for Navy Enlisted Dietetic Education Program) and leads to a baccalaureate degree in medical dietetics and an appointment to the grade of Ensign, Medical Service Corps, USNR, 2305.

First consideration will be given to candidates whom a selection board considers to have the greatest ability to succeed and pursue creditably a career as a Medical Service Corps officer.

The length of the course will depend upon the previous college work of the individual concerned and training will be given at a college or university designated by the Chief, Bureau of Medicine and Surgery.

The purpose of the program is to obtain for the Navy trained dietitians who have an understanding and skill in the application of the principles of good nutrition.

To be eligible, an applicant must be a United States citizen. Both men and women are eligible if they have not reached 24 years of age by 1 July of the year in which their application is submitted. However, a one-year waiver will be granted for each year of fully transferable college credits.

Persons entering the program must have had one year of active duty and must be serving on active duty in any pay grade as of 1 July of the



year they apply. TARs who are eligible may also apply.

Marital status of men is not considered. Women must be unmarried when they enter the program but may marry after being accepted into the program. Those who are accepted, however, must agree not to request discharge because of their marriage either while they are in the program or during their obligated duty after graduation, and must meet current regulations concerning dependent children.

Applicants must be high school graduates with a minimum of 32 completed semester credits or 48 quarter credits of college with a grade average of at least C plus. The college work must include:

|             |   |
|-------------|---|
| English     | Nine quarters or six semester hours           |
| Chemistry   | 10 quarter credits or six semester hours      |
| Mathematics | Five quarter credits or three semester hours  |
| Biology     | Five quarter credits or three semester hours. |

Applicants must have a minimum combined GCT/ARI score of 118 and be able to meet the physical standards for original appointment as a Medical Service Corps officer.

All qualified NEDEP candidates who are chosen by the selection board will be those who are considered to be best qualified for high level college performance and eventual careers in the Medical Corps as officers of the regular Navy.

Those accepted will be discharged for the convenience of the government before detachment from their duty stations and reenlisted in the Regular Navy for six years in the pay grade and rating held at the time of discharge.

A candidate who had reenlisted for six years within the past two years, however, will be permitted to extend his current enlistment for one or two years in order to acquire the necessary six years of obligated service.

NEDEP students will remain in an enlisted status while attending the university or college to which they are assigned and they will be eligible for advancement in rating during their academic career.

When a Navyman enters a university as a NEDEP student, he will be authorized normal leave during academic holidays and his three years of study will be counted as a tour of shore duty.

All students will be given an

#### All-Navy Cartoon Contest William R. Maul, CTCA, USN



"Hey, hey, anchors aweigh, Matel Here we go, seeking adventure on the high seas . . . Yeal . . . Here we go tars . . . Oh, gads I'm excited"

annual medical examination as a check on their fitness for eventual appointment to commissioned grade in the Medical Service Corps. Those who lose their physical qualification will be disenrolled from the program to complete the enlistment they are serving.

NEDEP scholars will receive the base pay and basic allowance for quarters and subsistence of their pay grade unless an agency affiliated with the school the student attends provides quarters and subsistence in kind.

Eighty dollars of the annual cost of textbooks will be refunded to students who claim reimbursement. The Navy will pay tuition charges and student fees directly to the school.

Travel incident to the school's cur-

#### Security Film Available

The Chief of Naval Operations has released for distribution a 20-minute film entitled *RPS Custodian*, aimed at calling attention to the pitfalls of security violations and compromises of registered publications. The film is unclassified, animated and in color. It is designed to improve operating efficiency and security in the handling of registered publications.

The film can be obtained from training aids libraries through normal channels and from the various issuing offices of the RPS. The subject is of extreme importance to everyone who handles registered publications.

riculum will be made at the student's expense. However, TAD orders will be issued whenever NEDEP students are required to be absent from school in connection with official duties.

Civilian clothing will normally be worn to class and uniforms will otherwise be worn at the discretion of the students' commanding officer. Purchase and upkeep of any uniform required by the school will be an individual responsibility.

Students' grades will be examined at the end of each school term and, if the student doesn't make the grade academically or, for other reasons is considered to be unsuitable for the program, he will be disenrolled and returned to duty in the rate and pay grade he held at the time of disenrollment.

Those who do make the grade will receive a baccalaureate degree and be appointed to the grade of Ensign in the Medical Service Corps, Naval Reserve.

Applications for NEDEP should be submitted in letter form after 1 October but in time to reach the Chief of Naval Personnel by 1 January. Medical examinations must be made no more than 16 weeks before the application is submitted and a medical history (SF 88 and 89) must accompany the application.

High school and college transcripts must reach the Bureau of Naval Personnel by the deadline date and must cover all periods of attendance in secondary and higher level schools.

Each applicant must prepare a handwritten statement of not more than one page stating the reasons he wishes to participate in the program. Those who have already attended college must include the reasons for leaving school. Certified GCT/ARI test scores must also be submitted with the application.

A separate evaluation of each applicant will be made after an interview by three officers appointed by the applicant's commanding officer. The CO will also recommend the individual on the basis of good moral character, sincere motivation and academic potential. All applicants will be given a security check.

Full details concerning entrance requirements for the Navy Enlisted Dietetic Education Program can be found in BuPers Inst. 1120.38 together with a sample application letter, endorsement, contract and commanding officer's check-off list.

# Many Changes in State Tax Regulations—Some May Affect You

**A**LMOST EVERY SERVICEMAN is likely to remember that, unless he is in Vietnam, he must file a federal income tax return before midnight of 15 April. State taxes, on the other hand, are a different matter.

It is reasonably easy for a peripatetic Navyman to forget that he even has a home state but, unless he wants to flirt with penalties for late filing, he had better remember that absence from his domicile doesn't excuse him from reporting his income if he is required to do so. This is true even when he is serving on the high seas or at a foreign duty station.

The Navy sends your wage and tax statements to whatever state you have claimed as your domicile. If no domicile is specified on your records, your tax statement is sent to the state in which you are serving. No statement is sent if you are on sea or overseas duty.

You are protected from being taxed by both your state of domicile and the state in which you are stationed by the Soldiers' and Sailors' Civil Relief Act. This act, however, applies only to your military pay and any income derived from outside the state where you are serving.

If you have income derived from a business, rental property, part-time employment—any money other than your military pay, you may be required to pay state or local taxes to the jurisdiction in which you earn the money.

Your wife's income, car and property may also be taxed under the law of the state in which you and

your family are present because neither she nor your children are covered by the provisions of the Soldiers' and Sailors' Relief Act.

Your home state might also tax this income but you can usually take advantage of reciprocal tax credit laws to avoid double taxation in this event. If you or any member of your family are subject to double taxation, consult your legal officer. He may be able to suggest methods of avoiding the double taxation or at least keeping it at a minimum.

The state in which you are stationed has every right to ask why you are not paying income taxes to its treasury and to require proof that you are, in fact, domiciled in another state and entitled to protection under "SSCRA".

The best proof you can offer to support your domicile elsewhere is a voting record. Whether or not you are actually filing tax returns in another state and otherwise exercising your rights and assuming your obligations as a citizen there could also be a matter for inquiry.

Doing your bit as a citizen may also pay off at a future date if, for example, you want to claim resident tuition benefits at home state schools or claim a homestead property preference.

It is up to you to find out what your state requires with regard to taxation. If you must file a return, it is also up to you to obtain the necessary form. If you need assistance in completing your tax return, your legal assistance officer will be glad

to give it. Don't, however, ask him to supply the tax form; the chances are he won't have it.

Eighteen of the income-tax states exempt a part or all of service pay earned by servicemen in the Vietnam combat zone. However, the effective dates for these exemptions vary. Some states also provide for deferred filing and paying of income tax because of combat zone service.

Several state tax laws have points which are new or unusual and should be noted by Navy men who are domiciled in them. For example, Hawaii's military pay exclusion has been repealed for tax years beginning after 1965; Idaho exempts military pay earned by a member who is absent from the state on permanent duty for 180 or more days in a tax year; and Vermont exempts service pay earned outside the state. If the Idaho and Vermont rules apply to you, file your return on non-resident forms.

Beginning 1 Jan 1967, Navy men domiciled in Nebraska may have to comply with that state's income tax laws. For the time being, however, Nebraska has no income tax. Minnesota has raised its tax credits for 1965 and subsequent years.

Here is a table which you can consult to find out how much income you must have had before you are required to pay taxes. It will also give you information on personal exemptions you can claim, where to obtain and file tax returns and information concerning tax exclusions and deferments for armed services personnel.

## SUMMARY OF INCOME-TAX LAWS OF STATES AND POSSESSIONS OF THE UNITED STATES

NOTE: 1. "Married couple" or "married" as used in this summary means husband and wife living together.

2. A married service man or woman is considered to be living with his or her spouse when separated only by reason of military orders.

3. Most states now have provisions for filing declarations and payment of estimated taxes.

4. The following states do not impose individual income taxes on residents generally: Connecticut, Florida, Illinois, Maine, Michigan, Nebraska, Nevada, New Jersey, Ohio, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, and Wyoming. New Jersey imposes a "commuter tax."

5. Under section 513 of the Soldiers' and Sailors' Civil Relief Act (50 USC App. 573) a member may defer payment of taxes, without interest or penalty, until six months after discharge if ability to pay is materially impaired by reason of active service. Returns must be filed on time, however.

6. Most states have provisions for extension of time for filing returns upon application by a taxpayer to the tax officials of his home state.

7. Various cities and municipalities levy a personal income tax. Where a question exists, each member should contact his home municipality to ascertain if he is liable for a tax.

8. Returns and payment of the tax are due on 15 April 1966, unless otherwise noted after the state's name.



| Least Income<br>Requiring Residents<br>to File Returns   | Personal<br>Exemptions<br>and Credits   | Where to Obtain<br>Forms and File<br>Tax Returns  | Exclusions and Deferments<br>for United States Armed<br>Forces Personnel  |
|--|---|---|---|
| <b>ALABAMA:</b>  |   |   |   |
| Net income of: \$1500 if single, \$3000 if married or head of family.  | \$1500 if single; \$3000 if married or head of family; \$300 for each dependent.  | State Department of Revenue, Income Tax Division, Montgomery, Ala. 36102.   | All 1964 military pay exempt. Effective 1 Jan 1966, all military pay for combat zone service is exempt. See note below.   |
| NOTE: Members outside continental United States may defer filing, but with interest, until 30 days after return to the U. S. Consideration is given to waiving penalty for good cause.   |   |   |   |
| <b>ALASKA:</b>   |   |   |   |
| Gross income of \$600 from sources within the state.   | Same as federal.  | Commissioner of Revenue, Alaska Office Building, Juneau, Alaska 99801.  | All active-service pay exempt after 1950.   |
| <b>ARIZONA:</b>  |   |   |   |
| Net income of: \$1000 if single, \$2000 if married. Gross income of \$5000.  | \$1500 if single; \$300 if married or head of household; \$500 additional if blind; \$1000 if 65 or older; \$600 each dependent.  | Arizona State Tax Commission, Income Tax Division, State House, Phoenix, Ariz. 85007.   | \$1000 active-service pay is exempt. Members outside continental United States may defer filing and paying, without interest or penalty, until 180 days after release or termination of present emergency, whichever is earlier.  |
| <b>ARKANSAS: (15 MAY due date)</b>   |   |   |   |
| Gross income of: \$1750 if single or separated from spouse; \$3500 if married or head of family.   | Tax credit of: \$17.50 if single; \$35 if married or head of family; \$6 for each dependent.  | State of Arkansas, Department of Revenue, Little Rock, Ark. 72201.  | All active-service pay is excluded.   |
| <b>CALIFORNIA:**</b>   |   |   |   |
| Adjusted gross income over: \$2000 if single or head of household; \$4000 if married.  | \$1500 if single; \$3000 if married or head of household; \$600 additional for taxpayer and spouse if blind, \$600 for each dependent.  | State of California, Franchise Tax Board, 1025 P Street, Sacramento, Calif. 95814.  | \$1000 of service pay (including pay for active and Reserve duty or retirement pay) and all mustering-out payments are exempt. See note below for PCS outside of California. Filing and paying deferred without penalty or interest until 180 days after return to the U. S. from duty outside the 50 states. |
| **NOTE: Domiciliaries of California on permanent duty outside the state are classified as nonresidents, for that state's income tax purposes only, and need not file returns on income derived outside the state. If married and the wife remains in California, however, she would be taxable on one-half of their community income plus her separate income, if any.   |   |   |   |
| <b>COLORADO:</b>   |   |   |   |
| Gross income in excess of \$750 (\$1500 if 65 or older).   | \$750 for each dependent allowed on federal tax return.   | State of Colorado, Department of Revenue, State Capitol Annex, E. 14th Avenue and Sherman Street, Denver, Colo. 80203.        | Same as federal, including combat zone exclusion and postponement for filing and paying, effective 1 Jan 1965.  |
| <b>DELAWARE:** (30 APRIL due date)</b>   |   |   |   |
| Gross income of: \$600 if single or separated from spouse; \$1200 combined gross income of married couple.   | \$600 for taxpayer; \$600 for spouse; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent.   | State of Delaware, State Tax Department, 843 King Street, Wilmington, Del. 19899.   | See note below. Deferment for filing and paying may be granted, upon application, until six months after discharge.   |
| **NOTE: §1101 of the Delaware Income Tax Law provides in part: "'Resident' means only natural persons and includes any person domiciled in the state, except a person who, though domiciled in the state, maintains no permanent place of abode within the state, but does maintain a permanent place of abode without the state, and who spends in the aggregate not to exceed 30 days of the taxable year within the state; . . ." |   |   |   |
| <b>DISTRICT OF COLUMBIA:</b>   |   |   |   |
| Gross income in excess of: \$1000 if single or separated from spouse; \$2000 combined income of married couple.  | \$1000 if single or separated from spouse; \$2000 if married; \$1500 if head of family; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 for each dependent. | District of Columbia, Finance Office, Revenue Division, Municipal Center, 300 Indiana Avenue, N. W., Washington, D. C. 20001. | Upon application, deferment for filing or paying granted until six months after the return is due; one year for members outside continental U. S.   |
| <b>GEORGIA:</b>  |   |   |   |
| Gross income of: \$1500 if single or separated from spouse; \$3000 combined gross income of married couple.  | \$1500 if single; \$3000 if married or head of family; \$600 additional for taxpayer and spouse if blind, 65 or older; \$600 for each dependent (except one for head of family).  | Department of Revenue, Income Tax Unit, State Office Building, Atlanta, Ga. 30334.  | Combat zone exclusion same as federal, effective 1 Jan 1965. Deferment for filing or paying without penalty or interest granted members outside continental U. S. until six months after return to the U. S.  |

# THE BULLETIN BOARD

| Least Income<br>Requiring Residents<br>to File Returns  | Personal<br>Exemptions<br>and Credits  | Where to Obtain<br>Forms and File<br>Tax Returns  | Exclusions and Deferments<br>for United States Armed<br>Forces Personnel   |
|---|--|---|--|
| <b>GUAM:</b><br>Same as federal.  | Same as federal.   | Division of Revenue and Taxation, Department of Finance, Government of Guam, Agana, Guam 96910.                     | Same as federal, including combat zone exclusion effective 1 Jan 1964. But, as to service compensation, the Government of Guam in practice has not imposed the Guam income tax on individuals subject to the United States income tax. |
| <b>HAWAII:</b> (20 April due date)<br>Adjusted gross income of \$600 (\$1200 if 65 or older).   | Same as federal except \$5000 in lieu of normal exemption for blind taxpayer.  | Hawaii Director of Taxation, 425 Queen Street, Honolulu, Hawaii 96813.  | All service pay excluded through 1965; same as federal, including combat zone exclusion, effective 1 Jan 1966.   |
| <b>IDAHO:</b><br>Gross income of \$600 (\$1200 if 65 or older).   | Same as federal, plus \$10 tax credit for each exemption.  | State of Idaho, Office of Tax Collector, Income Tax Division, 317 Main, Box 36, Boise, Idaho 83702.                 | Same as federal, including combat zone exclusion effective 1 Jan 1964. If outside the continental United States may defer filing and paying until six months after discharge.  |
| <b>INDIANA:</b><br>Gross income in excess of \$1000.  | \$1000 for taxpayer; \$500 for spouse; lesser of \$1000 or adjusted gross income of each spouse (minimum of \$500 each) on joint return; \$500 additional for taxpayer and spouse if blind, 65 or older; \$500 each dependent. | Indiana Department of Revenue, State Office Building, 100 N. Senate Avenue, Indianapolis, Ind. 46204.               | Same as federal, including combat zone exclusion effective 1 Jan 1964; remaining active service pay of regular members is taxable. Reserve and National Guard pay for active and inactive service is exempt effective 11 Mar 1965.     |
| <b>IOWA:</b> (30 April due date)<br>Net income of: \$1500 or more if single or separated from spouse; \$2350 or more if married, or married couple with combined net income of \$2000 or over if filing separate returns. | Tax credit of: \$15 if single; \$30 if married or head of family; \$7.50 for each dependent. \$15 additional if blind or 65.   | State Tax Commission, Income Tax Division, State Office Building, Des Moines, Iowa 50319.                           | Same as federal, including combat zone exclusion effective 1 Jan 1964. 90-day extension granted with interest upon timely application, with additional time for good cause.  |
| <b>KANSAS:</b><br>Net income of: \$600 if single or separated from spouse; \$1200 if married; (plus age and blind exemptions). Gross income of \$4000.  | Same as federal, except that \$600 income limitation applies to child of any age unless a "student."   | State of Kansas, Director of Revenue, Income Tax Division, State Office Building, Topeka, Kans. 66612.              | \$1500 active-service pay excluded from gross income until the termination of the present world crisis as determined by the Executive Council of the State.  |
| <b>KENTUCKY:</b><br>Net income of: \$1000 if single or separated; \$2000 if married, head of household, blind, or age 65. Gross income of \$1200 and \$2500 respectively.   | Tax credit of: \$20 for taxpayer, \$20 for spouse, \$20 additional for taxpayer and spouse if 65 or blind, \$20 each dependent.  | Commonwealth of Kentucky, Department of Revenue, Frankfort, Ky. 40601.  | Same as federal, including combat zone exclusion effective 1 Jan 1964. Members may defer filing and paying until earlier of 12 months after termination of service or national emergency.  |
| <b>LOUISIANA:</b> (15 May due date)<br>Net income of: \$2500 if single or separated; \$5000 if married. Gross income of \$6000 or more.   | \$2500 if single; \$5000 if married or head of family; \$400 for each dependent (less one for head of family); plus \$1000 per person, including dependents, who are blind, mentally retarded or have lost a limb.             | State of Louisiana, Collector of Revenue, Baton Rouge, La. 70821.   | None.  |
| <b>MARYLAND:</b><br>Gross income in excess of: \$800 if single; \$1600 if married.  | \$800 if single; \$1600 if married; \$800 each dependent (including one under a multiple support agreement); \$800 if blind, 65 or older (also for dependents 65 or older).  | State of Maryland, Comptroller of the Treasury, Income Tax Division, State Treasury Building, Annapolis, Md. 21404. | First \$1500 of active service pay earned in combat zone is excluded. Members outside continental United States may defer filing until three months after return to the U.S.   |



| <i>Least Income<br/>Requiring Residents<br/>to File Returns</i>  | <i>Personal<br/>Exemptions<br/>and Credits</i>  | <i>Where to Obtain<br/>Forms and File<br/>Tax Returns</i>  | <i>Exclusions and Deferments<br/>for United States Armed<br/>Forces Personnel</i>   |
|--|---|--|---|
| <b>MASSACHUSETTS:</b>  |   |  |   |
| Earned income of \$2000.<br>Other taxable income in any amount.  | \$2000 for taxpayer against earned income; \$500 for spouse having income of \$2000 or less; \$2000 additional if blind; \$400 each dependent.  | The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Bureau, 80 Mason Street, Boston, Mass. 02111. | If requested and if for due cause, an extension of time for filing may be granted up to six months.   |
| <b>MICHIGAN:</b>   |   |  |   |
| No individual income tax. Some cities impose income taxes, but military pay is exempt by state law.  |   |  |   |
| <b>MINNESOTA:</b>  |   |  |   |
| Gross income in excess of \$750 if single or combined gross income in excess of \$1500 for married couple or if the tax on taxable income exceeds the allowable credits. | Tax credits of: \$19 if single; additional \$20 if blind; older than \$65; \$38 if married; additional \$25 each if blind; \$20 each if older than \$65; \$38 if head of household; additional \$20 if blind; older than \$65; \$19 each dependent. | Minnesota Department of Taxation, Income Tax Division, Centennial Office Building, St. Paul, Minn. 55101.                            | Same as federal, including combat zone exclusion and postponement for filing and paying effective 1 Jan 1964, plus exclusion of \$3000 military pay and all mustering-out pay. Members outside United States have automatic extension until six months after return for filing and paying.  |
| <b>MISSISSIPPI:</b>  |   |  |   |
| Net income in excess of personal exemptions. Gross income in excess of \$6000.   | \$5000 if single; \$7000 if married or head of family.  | State Tax Commission, Income Tax Division, Box 960, Jackson, Miss. 39205.  | None.   |
| <b>MISSOURI:</b>   |   |  |   |
| Gross income in excess of: \$1200 if single; \$2400 if married or head of family.  | \$1200 if single; \$2400 if married or head of family; \$400 each dependent.  | State of Missouri, Department of Revenue, Income Tax Department, P.O. Box 629 Jefferson City, Mo. 65102.                             | \$3000 of active-service pay exempt after 1950. Director of Revenue may allow extension of time for filing without penalty or interest until one year after discharge.  |
| <b>MONTANA:</b>  |   |  |   |
| Gross income of: \$600 if single; \$1200 if married.   | \$600 if single; \$1200 if married; \$600 additional if blind, 65 or older; \$600 each dependent.   | State of Montana, Board of Equalization, State Capitol Building, Helena, Mont. 59601.  | Same as federal, including combat zone exclusion effective 1 Jan 1964.  |
| <b>NEW HAMPSHIRE: (1 May due date)</b>   |   |  |   |
| Any amount of taxable interest or dividends. Joint returns not permitted.  | \$600 for each taxpayer.  | State Tax Commission, Division of Interest and Dividends, Box 345, Concord, N.H. 03302.  | None.   |
| <b>NEW JERSEY:</b>   |   |  |   |
| Gross income in excess of personal exemptions if derived from N.J. by N.Y. resident.   | Same as federal, plus tax credit of: \$10 single; \$12.50 if married and filing separately; \$35 if married and filing jointly, or head of household.   | New Jersey State Emergency Transportation Tax Bureau, Division of Taxation, Trenton, N.J. 08625.                                     | All active service pay exempt. Persons in active service with the armed forces of the United States who may be prevented by distance, or injury or hospitalization arising out of such service, may be allowed an extension of six months for filing.   |
| <b>NEW MEXICO:</b>   |   |  |   |
| Same as federal.   | Same as federal.  | State of New Mexico, Bureau of Revenue, Income Tax Division, P.O. Box 451, Santa Fe, N.M. 87501.                                     | Same as federal, including combat zone exclusion effective 1 Jan 1964. Members may defer filing and paying until six months after hostilities end.  |
| <b>NEW YORK:**</b>   |   |  |   |
| If federal income tax return is required to be filed, or if New York adjusted gross income exceeds exemption.  | Same exemptions as federal, plus tax credit of: \$10 if single; \$12.50 if married and filing separate returns; \$25 if married and filing joint return, head of household or "surviving spouse" with a dependent child.                            | New York State Income Tax Bureau, The State Campus, Albany, N.Y. 12226.  | Same as federal, including combat zone exclusion and extension for filing and paying effective 1 Jan 1964. See note below for exemption of legal residents who satisfy all three conditions therein. Instructions state that in living in assigned or rented government quarters one is not maintaining a permanent place of abode. |

**\*\*NOTE:** Sec. 605(a) of the New York State Income Tax Law provides in part: "A resident individual means an individual: Who is domiciled in this state, unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this state; . . ."

# THE BULLETIN BOARD

| Least Income<br>Requiring Residents<br>to File Returns  | Personal<br>Exemptions<br>and Credits   | Where to Obtain<br>Forms and File<br>Tax Returns  | Exclusions and Deferments<br>for United States Armed<br>Forces Personnel  |
|---|---|---|---|
| <b>NORTH CAROLINA:</b>  |   |   |   |
| Gross income in excess of personal exemption without inclusion for dependents.  | \$1000 if single or a married woman; \$2000 if married man or head of a household; \$2000 if widow or widower with minor child; \$1000 additional to blind taxpayer; \$300 each dependent.                                  | State of North Carolina, Department of Revenue, Individual Income Tax Division, Raleigh, N.C. 27602.  | Hostile fire duty pay exempt effective 1 Jan 1965. All other active duty pay, including that earned in a combat zone, is taxable.   |
| <b>NORTH DAKOTA:</b>  |   |   |   |
| Net income of: \$600 if single or separated from spouse; \$1500 if married. Gross income of \$5000.   | \$600 if single; \$1500 if married or head of household; \$600 additional if blind, 65 or older; \$600 each dependent.  | State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, N.D. 58501.  | All active-service pay is exempt, but Tax Department requests the filing of returns to eliminate unnecessary correspondence when federal cross-checks are made.   |
| <b>OHIO:</b>  |   |   |   |
| No individual income tax. Some cities impose income taxes, but military pay is exempt by state law.   |   |   |   |
| <b>OKLAHOMA</b>   |   |   |   |
| Gross income of: \$1000 if single; \$2000 if married.   | \$1000 if single; \$2000 if married or head of family; \$500 each dependent.  | Oklahoma Tax Commission, State of Oklahoma, Income Tax Division, Oklahoma City, Okla. 73105.  | \$1500 of active-services pay is excluded. Filing and paying by members outside the United States or hospitalized in the U. S. deferred until 15th day of third month following return or discharge from hospital.  |
| <b>OREGON:</b>  |   |   |   |
| Net income of: \$600 if single; \$1200 if married. Gross income of \$4000.  | \$600 if single or separated; \$1200 if married; \$600 additional if blind plus tax credits of \$18 if blind, \$12 if 65, \$600 each dependent. (\$1 tax credit, maximum \$6, each \$100 partial support of less than 50%.) | Oregon State Tax Commission, Income Division, 100 State Office Building, Salem, Ore. 97310; or State Tax Commission, 1400 S.W. 5th Ave., Portland, Ore. | \$3000 of active-service pay is excluded. Returns and payment of tax deferred for 90 days after return to U. S. from period of duty exceeding 90 days outside continental United States.  |
| <b>PENNSYLVANIA:</b>  |   |   |   |
| No individual income tax, but residents of some Pennsylvania cities and municipalities may be liable for local income taxes. Philadelphia and Pittsburgh exempt all military pay. |   |   |   |
| <b>PUERTO RICO:</b>   |   |   |   |
| Gross income in excess of: \$800 if single, separated from spouse or if head of family; \$2000 if married and living with spouse.   | \$800 if single or separated from spouse; \$2000 if married or head of family; \$400 each dependent.  | Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, P.O. Box 9833, Santurce, P.R. 00908.                                     | None.   |
| <b>SOUTH CAROLINA:</b>  |   |   |   |
| Gross income of \$800 or more.  | \$800 if single; \$1600 if married filing jointly or only one spouse has income or if head of household; \$800 additional if blind, 65 or older; \$800 each dependent.  | South Carolina Tax Commission, Income Tax Division, Box 125, Columbia, S.C. 29202.  | Combat zone exclusion same as federal effective 1 Jan 1964. Drill and training duty pay of National Guard and Reserve personnel is exempt.  |
| <b>TENNESSEE:</b>   |   |   |   |
| Income over \$25 consisting of dividends from stock and interest from bonds.  | None, except income of blind persons is exempt.   | State of Tennessee, Department of Revenue, Income Tax Division, War Memorial Building, Nashville, Tenn. 37219.  | None.   |
| <b>UTAH:</b>  |   |   |   |
| Gross income of: \$600 if single or separated from spouse; \$1200 if married.   | \$600 if single, \$1200 if married; \$600 additional for taxpayer and spouse if blind; \$600 each dependent.  | State Tax Commission of Utah, State Office Building, Salt Lake City, Utah 84114.  | If in foreign country 510 days of any 18 consecutive months may exclude income earned outside of Utah and file as a non-resident for each taxable year while so absent for three months or more. Members outside U. S. may obtain late filing penalty waiver if filing before earlier of 15th day of fourth month after return to U. S. or discharge. |



| Least Income<br>Requiring Residents<br>to File Returns   | Personal<br>Exemptions<br>and Credits  | Where to Obtain<br>Forms and File<br>Tax Returns   | Exclusions and Deferments<br>for United States Armed<br>Forces Personnel   |
|--|--|--|--|
| <b>VERMONT:</b>  |  |  |  |
| Gross income of: \$700 (\$1200 if 65 or older); \$100 or more of Vt. income of nonresident.  | \$500 for taxpayer; \$500 for spouse; \$500 additional if blind, 65 or older; \$500 each dependent.  | Commissioner of Taxes, Vermont Department of Taxes, Montpelier, Vt. 05602.                       | Same as federal, including combat zone exclusion effective 1 Jan 1964. See note below.   |
| NOTE: Effective 1 Jan 1965, members are taxed as nonresidents during any portion of a tax year in which they are on full-time active duty. Consequently, such members do not pay Vermont tax upon active duty pay earned anywhere or upon other income earned outside Vermont, and need not file a return unless their Vermont income exceeds \$100.   |  |  |  |
| <b>VIRGINIA: (1 May due date)</b>  |  |  |  |
| Gross income of \$1000.  | \$1000 for taxpayer, \$1000 for spouse; \$600 additional if blind, 65 or older; \$200 each dependent plus \$800 to unmarried taxpayer who has a dependent father, mother, son, daughter, sister, or brother. | Commissioner of Revenue of the country or city of which taxpayer is a resident.                  | None.  |
| <b>WEST VIRGINIA:**</b>  |  |  |  |
| If federal return is required, or if West Virginia adjusted gross income exceeds exemptions.   | Same as federal.   | West Virginia State Tax Commissioner, Income Tax Division, Charleston, W. Va. 25305.             | Same as federal, including combat zone exclusion and extension for filing effective 1 Jan 1964. Members outside U. S. or in Alaska granted automatic two-month extension for filing. See note below. |
| **NOTE: Sec. 7 of West Virginia Income Tax Law provides in part: "Resident individual means an individual who is domiciled in this state unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this state, . . ." West Virginia instructions state that in living in assigned or rented government quarters one is not maintaining a permanent place of abode. |  |  |  |
| <b>WISCONSIN:**</b>  |  |  |  |
| Gross income of: \$500 if single (\$1000 if 65 or older), \$12 if married (\$1400 if one spouse is 65 or older, \$1600 if both 65 or older).   | Tax credit of: \$10 if single; \$20 if married or head of family, \$10 each dependent. \$15 for taxpayer and spouse if 65 or older.  | State of Wisconsin, Department of Taxation, Processing Center, P.O. Box 59, Madison, Wis. 53701. | \$1000 military pay exclusion, plus same exclusions as federal including combat zone exclusion and postponement, effective 1 Jan 1965.   |
| **NOTE: Declarations of estimated tax need not be filed by persons on active duty outside continental United States.   |  |  |  |

## Versatile Recon Aircraft

The OV-10A, a new light armed reconnaissance and logistics airplane as versatile in the air as the jeep is on the ground, is being tested for use by the Navy.

The new plane is a twin-engine turboprop aircraft and is the first ever specifically designed for counterinsurgency applications. It is expected to fill the gap between jets, which are too fast for many aspects of counterinsurgency warfare, and helicopters, which are too slow and vulnerable for many missions.

Because the capabilities of the OV-10A lie between those of the jet and the helicopter, the new plane will probably be able to perform such military missions as observation and reconnaissance, helicopter escort, limited ground attack, target marking, gunfire, spotting, liaison, utility and training.

The OV-10A can also function in such peacetime jobs as security patrol, disaster relief, medical mis-

sions, riot control, aerial mapping and spraying.

The aircraft can operate from rough clearings, primitive roadways and waterways, in addition to prepared airfields and aircraft carriers.

Its 111-cubic foot fuselage cargo compartment can carry either cargo or people. Access to the cargo bay is a hinged door at the rear of the fuselage, permitting direct transfer of cargo from trucks which can be backed up to the loading door while the plane's high tail will facilitate parachuting of cargo or paratroopers.

The compartment can accommodate more than 3000 pounds of cargo, five paratroopers with full equipment, five combat-equipped infantrymen, or two litter patients with a medical attendant.

External stores such as bombs, napalm, rocket clusters and machine guns, are carried on five stations located beneath the fuselage near the aircraft's center of gravity. One station is located in the center of the

fuselage. The other four are attached to removable sponsons underneath the fuselage. The sponsons also contain four fixed 7.62mm machine guns.

The aircraft can be converted for amphibious operations simply by attaching twin floats (which have built-in retractable wheels) to the landing gear struts.

The plane can operate on fuels ranging from aviation fuels to standard gasolines used in Army vehicles while its four machine guns use standard ammunition. This standardization makes it possible for the plane to be refueled and rearmed from the same supply lines used to support ground forces.

The over-all length of the OV-10A is 40 feet and its wing span is more than 30 feet. The plane has a maximum level flight speed of 265 knots at sea level and a minimum landing approach speed of less than 50 knots. This speed range will provide a much needed capability for such purposes as jungle search and helicopter escort.

# Ohayo Yokosuka, Sayonara U.S. A Report for the Navy Family

**M**OST NAVYMEN who have been stationed in the Yokosuka area consider it to be choice duty. This is hardly surprising because Navy life there offers opportunities for sight-seeing and sampling foreign culture which would be difficult to equal elsewhere in the world.

The climate at Yokosuka will probably never win first prize when stacked up against the most desirable climates of the world, but it is mild and usually gives little room for complaint.

There is plenty of the food you are accustomed to eating plus all the Japanese dishes you can enjoy when you are out on the town. There are schools for your children, and all manner of conveniences which serve to offset the few inconveniences.

Here's a rundown on what you can expect when you are ordered to Yokosuka.

**T**HE FIRST THING you should do upon receiving your orders is to read carefully the most recent revision of BuPers Inst 1300.26 series.

That's the one which spells out who can go to Japan with a Navyman, and how. Travel of dependents is determined by availability of government housing or by the completion of an agreement by the sponsor (that's you) to obtain private rental.

No wheels start turning until your dependents receive notification of entry approval from Commanding Officer, Headquarters Support Activity, Yokosuka, so application should be made as soon as possible.

If you decide to travel alone and have your dependents follow you, the process can be started after you arrive.

**Orders**—You should have on hand from 30 to 40 certified copies of your orders. They will be needed for shipment of household effects, travel, car shipment, transportation of pets, physical exams, and countless manifestations of red tape that you haven't yet dreamed of.

Make sure you have plenty.

**Medical Information** — Paragraph 6(c) of BuPers Inst 1300.26 series also directs attention to establishing the fitness of dependents to go overseas. Dependents with abnormal medical cases should not go to the Far East.

It is suggested that you inquire as

soon as possible from the nearest medical facility concerning immunization. You will need considerable time to get all the immunizations that will be required. Give yourself plenty of leeway in this and other preparations.

However, in this connection, you need have no fear concerning the health conditions to be found in Japan. Your family will find no diseases here that are not found in the United States.

**Passports** — Your dependents will need passports, but you won't. Again, as soon as you have been notified of your destination, waste no time in making application. To do this, see the transportation officer at your station. The process is sometimes slow, and your family simply cannot leave without them.

**Your Sponsor**—If you plan to travel with your dependents, a sponsor will be assigned by your new command upon receipt of your application for entry approval.

You probably know how the system works. You may have acted as a sponsor yourself in earlier situations.

As soon as you know what questions to ask, drop him a line. It can be as formal, or as informal, as you wish.

If you want him to do so, your sponsor will try to arrange for accommodations when you arrive, will accompany you through the checking-in process, and will answer all types of questions before you arrive, and after. He's your guide in a strange

land and, presumably, knows all the answers.

Be sure to tell him of your travel arrangements. If you are sailing, notify him of the name of the ship, the estimated time of departure from the States, and the estimated time of arrival. If you are flying, notify him of the flight number, ETD, and ETA.

He's a good man to know. In a place that's expanding as rapidly as Yokosuka, printed information (such as this) is frequently outdated; he should be able to tell you what's going on now.

**Shipment of HHE and Autos**—Shipment of household effects and automobiles to Yokosuka (and all of Japan) is standard. General shipping instructions are contained in BuSanda Publication 260, which may be obtained from your local Supply Shipping Officer.

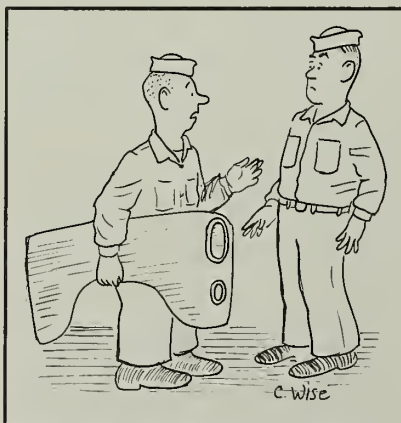
The Naval Supply Depot at Yokosuka will receive and deliver your household effects and receive your auto. This activity will also assist you in the preparation and processing of claims that may arise from loss or damage in shipment.

**Currency**—At or before the time of your arrival you will be informed as to the regulations governing the use of U. S. dollars in Japan. Japan is one of the countries where Military Payment Certificates (MPCs) are prescribed for use of the U. S. military services. You will be required to exchange all U. S. dollars in your possession on arrival for MPCs. MPCs come in denominations from five cents to \$10. They are the only authorized medium of exchange in the Exchanges, clubs and other on-base facilities, and will be used by the disbursing officer in paying you.

MPCs may be exchanged by you with the disbursing officer or other official designated source for Japanese yen. MPCs are restricted for use in the U. S. facilities. They are not authorized for other uses. Domestic help and base taxis are paid for in yen, as are all off-station purchases and all services performed by Japanese nationals. The rate of exchange is approximately 360 yen per U. S. dollar.

It might be mentioned here that the newcomer sometimes has difficulty adjusting to foreign currency, and it is possible to spend it far more

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"Boats said to put a fender over the side."



rapidly than your budget permits. (Just like U.S. dollars, too.) Caution is indicated here.

MPC, MPC checks, and yen cannot be sent Stateside to pay for bills and debts. By the same token, U. S. government checks cannot be cashed in Yokosuka, but must be mailed back to the States. To avoid excessive money order fees, it is customary to maintain Stateside bank accounts, cashing checks with Exchange cashiers as necessary for personal and household expenses.

**Pets**—It is possible to ship dogs, cats and birds into Japan, and application for entry is not required. However, health regulations are so stringent, and so much red tape is involved, that shipment is not recommended unless your family will be utterly shattered if your pet doesn't accompany you. If you insist, just remember—you've been warned.

**Autos**—If you are having an automobile shipped to Japan, you would do well to bring a compact model—preferably a used one. Roads are extremely narrow and, in many areas, of dirt or gravel.

There are no garages available either in government housing or private rental. On base, street parking is no problem, but in private rental, where streets are extremely narrow, parking a large car is almost impossible.

The Japanese road tax (according to last reports) is 9000 yen a year for a standard size car and 3000 yen for a small car. This may change before you arrive; your sponsor may advise you on latest requirements. This tax is prorated on a monthly basis. In addition to carrying a minimum 5-10-5 auto insurance policy from a U. S. insurance company, you are required to carry a Japanese compulsory insurance policy.

The terms of Japanese compulsory insurance are based on the year of your motor vehicle; those cars less than 10 years old are required to obtain 25 months' insurance; those more than 10 years old, 13 months' insurance. Annual premiums run to 3105 yen (about \$9.00) for 13 months and 5475 yen (about \$15.00) for 25 months. Vehicle insurance must be kept in effect as long as you are the registered owner, even though you may not drive the vehicle.

Only military personnel, or the civilian equivalent, are eligible to

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"Your speed is fine, now we'll work on your control."

register motor vehicles. If you intend to have anyone else, including your wife, take care of any business pertaining to your auto, it is suggested that you have several copies of a special power of attorney for this specific purpose.

Current resale laws specify that, before you can sell your auto to anyone other than U. S. Forces personnel in Japan, the auto must be two model years old and it must have been in your possession in Japan for 12 months. Before selling equipment you own, check on the latest rules and regs with your personnel office or legal officer.

Navymen in pay grades E-4 and below must have specific approval from their commanding officer before they may buy or register any motor vehicle.

**Housing**—Government housing at Yokosuka and Yokohama is controlled

All-Navy Cartoon Contest  
William R. Maul, CTC, USN



"He's not too much, but he's got a strong MAA force!"

by Commander Fleet Activities, Yokosuka, and assignments are based on bedroom requirements, date you leave CONUS, rank or rate and certain extenuating circumstances.

Although the housing situation is constantly changing, it is reasonably safe to say that you can count upon a wait before you are able to rate government quarters. When you do, you will find all services handy such as exchange, commissary, chapel, gas station, laundry and dry cleaners. Schools through the eighth grade are available in the locality and children in ninth through 12th grade are bused to Yokohama.

There is a small housing area called Admiralty Heights across the Miura Peninsula about 10 miles over fair roads from Yokosuka. It's a pleasant place, especially for small children. The principal drawbacks are the elementary school which goes only to the fifth grade and the long, tiring ride to Yokohama for high school students. There is also a general lack of activities there for teenagers.

The Navy Housing Activity at Yokohama is a large, almost continuous area containing well over a thousand units. All services are found here plus several excellent nearby Japanese shopping areas. Since the area is subject to smog, it may present problems to sufferers from asthma.

Off-base housing usually consists of large Japanese houses which have been converted to western use by the addition of occidental plumbing, or new two- and three-bedroom houses which are smaller and built especially for rental to U. S. Forces. These units can be found, as a rule, within 15 miles of Yokosuka and in Yokohama. The housing is inspected for adequacy and price before you may rent.

Much of the housing rented by American forces overlooks Sagami Bay with Mt. Fuji visible on clear days beyond a range of foothills. The rent for off-base quarters is comparatively low but the cost of housing is increased by the high cost of heating in the winter. Roughly speaking, a house with a maid in Yokosuka about equals the cost of a house without a maid in the United States.

Hotels in the area range from the ultramodern to smaller Japanese style inns. Rates fall between five to 10 dollars a day for a single room to

10-20 dollars a day for adjoining rooms with bath. Meals are reasonable.

Single naval officers will find several BOQs available. Officers are billeted according to rank in standard BOQ type rooms. Wave officers quarters are equipped with community galleys and community refrigerators. There is also a closed officers mess which serves meals either on a monthly or an individual basis.

Bachelor chiefs have fared pretty well at Yokosuka in the past both from a standpoint of quarters and messing facilities. Permanent mess members pay a monthly fee while transients pay a nominal surcharge plus ration allowance.

Enlisted men in pay grades E-6 and below are quartered in barracks. There are a mess hall and a barber shop in the barracks.

Navy families who feel the need for a maid will find that they are not particularly easy to obtain. Some are available, however, and you can find help in hiring one at the Industrial Relations Office.

Pay for a maid runs in the vicinity of 35 dollars a month depending on how experienced she is, how well she speaks English and the amount of work. You will find that most maids who register with the Industrial Relations Office speak some English, understand even more and have had some experience in using American household appliances.

Most maids do not live in. If quarters afford the space necessary to accommodate them, it is possible to locate domestic staff that live in.

**Medical Care**—You need have no fear that you or your dependents will suffer from inadequate medical care during your tour in Yokosuka. There is a U. S. naval hospital located at Fleet Activities there and a dispensary-type annex located in the Seaside Area of U. S. Naval Housing Activity at Yokohama.

Each of the professional services offered at the hospital is headed by a physician who has been certified by an appropriate American board as a specialist in his field. The hospital itself has been approved and accredited by the Joint Committee on Accreditation of American Hospitals.

Ambulance service is available to military personnel but available to dependents only on an emergency basis when other transportation is neither available nor practical.

There are also dental facilities available both at Yokosuka and Yokohama to naval personnel and their dependents. The needs of military personnel, however, come first in this field and, since the facilities are frequently taxed to the limit, it is advisable to at least land at Yokosuka with dependents having sound teeth. In other words, have everything possible done in the United States before you leave for Japan.

**Education** — Free elementary and secondary schools are available to your children and their instruction is keyed to the activities of normal students. Limited facilities preclude special attention to the retarded or physically handicapped.

Parochial schools are available in the Yokohama area and they are open to American children but an annual registration fee is required.

The aim of the Navy school system at Yokosuka is to provide a public school education for children in grades one through 12 which is at least equal to that provided in the better schools in the United States.

Children admitted to Navy sponsored schools may enter any time during the school year and are encouraged to do so at their earliest convenience.

Children entering the first grade must be six years of age by the end of December of the current school year and their age must be verified by a birth certificate, baptismal certificate or other legal document.

School buses make regular trips daily to and from the high school located at Yokohama. The trip requires about an hour from Yokosuka

and provides pick-ups for children living at Kamakura, Zushi, Hayama, Hakkei-En and Yokosuka city areas.

Kindergarten and nursery school facilities are also available but not under Navy sponsorship. These schools are self-supporting and there is a monthly tuition charge. Admission to kindergarten requires legal evidence of the pupil's age.

**Religious services** are conducted by chaplains available for Protestant, Catholic and Jewish families. Services are conducted by lay leaders for members of the Church of Latter Day Saints and the Christian Science Church.

For Protestant and Catholic children there is a Sunday School as well as a gamut of activities for all members of the family.

Church provides an unusual opportunity for United States Navy families to meet Japanese nationals and to make Japanese friends. It also provides an unusual opportunity for observing their churches' "missionary activities."

**Shopping** — Your wife will find shopping easy in the Yokosuka area, for commissary stores are similar to supermarkets in the states. Brand names are carried as well as Navy issue items. Meats are prepacked for self-service but if you like your steaks cut a special way, you can have that done, too. The only difference you may notice may be in fresh produce and fruits. Both are good but the variety is not quite as great as it is in the United States and, generally speaking, the season for individual items is shorter.

If you find the slightly diminished availability of fresh fruit and produce a drawback, you will find the deficiency more than compensated for in the bargains available through the Navy exchanges and in the Japanese marketplace.

There is no need in dwelling on this subject. Every Navyman knows what the Japanese market has to offer. It might be well to mention, however, that all popular appliances are available in the Exchange. Fans and air-conditioners are usually available just before the warm season. Both kerosene and gas stoves can be purchased for use in your home if you rent outside the base.

**Recreation**—Possibly there are naval installations that surpass Yokosuka in recreational and athletic facilities, but they certainly must be few

All-Navy Cartoon Contest  
William R. Maul, CTCA, USN



"Boats, you'll never learn. It's 1300, not two bells."



in number. There are playing fields and courts for the major sports, a golf driving and a skeet range, a yacht basin with boats available, and even a 104-foot cruising yacht.

A comprehensive intramural athletic program is well organized in all major fields of sports, plus a few of the more unusual. A gymnasium offers a number of indoor sports programs and hunting and fishing arrangements can be made for anyone who feels so inclined.

Swimming can be done either in one of the largest pools in the Far East or in the ocean. Tours through Japan can be arranged and are not expensive. Nobody should leave Japan without having taken at least a few.

The climate in the Yokosuka and Yokohama area is mild with January and February being the coldest months with temperatures occasionally dipping below freezing, with the highest temperatures in the mid-fifties.

There isn't much snow to contend with but there is a possibility of seeing a little in March when precipitation tempers the winter weather somewhat. The most comfortable months of the year are May and June. In later June the rainy season begins, bringing with it the threat of mildew. Actually, however, the temperature rarely rises to extreme heights. Eight-eight degrees is the average high for August, which is the hottest month of the year. September is typhoon month and Tokyo sometimes is hit rather hard by tropical storms moving past Okinawa. October is pleasant, and cold weather can be counted on for November and December.

If you keep in mind that Japan, despite its increasing westernization, is not the United States, you should certainly enjoy your duty in Japan. It is a nation which had a highly developed culture long before anyone even suspected there was a North American continent. Happily there are many manifestations of this ancient culture remaining to provide interesting food for thought to western minds.

Needless to say, there will be a few customs observed in Japan with which you will be unfamiliar. Your unfamiliarity, however, will be tolerantly overlooked by the Japanese and, as you spend more time in Japan, you will learn a few things

which are considered to be bad manners.

You will find a few observances in Japan which are strange to you. Since you are the guest, accept with a good humor the conditions which exist and you may come not only to tolerate them but to enjoy them. By and large, just relax, conduct yourself with consideration toward others and the chances are you and your family will leave Japan counting your stay there as one of the most rewarding tours you have ever spent in the Navy.

### List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*She Couldn't Say No* (3130): Comedy; Robert Mithum, Jean Simmons (Re-issue).

*Big Sky* (3131): Western; Kirk Douglas, Dewey Martin (Re-issue).

*Operation C.I.A.*: Suspense Drama; Burt Reynolds, John Hoyt.

*The Crook and the Cross*: Drama; Gert Frobe, Karl Boehm.

*Seaside Swingers* (C) (WS): Musical Comedy; John Leyton, Mike Sarne.

*The Bounty Killer* (C) (WS): Western; Dan Duryea, Rod Cameron.

*Arizona Raiders* (C) (WS): West-

All-Navy Cartoon Contest  
Chorley Wise, HMCS, USN



"Are you going on liberty or on expedition?"

ern; Audie Murphy, Gloria Talbott.

*Dead Eyes of London*: Drama; Joachim Fuchsberger, Karin Baal.

*Billie* (C) (WS): Musical Comedy; Patty Duke, Jim Backus.

*Murietta* (C): Western; Jeffrey Hunter, Arthur Kennedy.

*Mission to Venice*: Mystery Drama; Sean Flynn, Madeline Robinson.

*Moment to Moment* (C): Melodrama; Jean Seberg, Honor Blackman.

*The Hill*: Drama; Sean Connery, Michael Redgrave.

*Love and Larceny*: Comedy; Vittorio Gassman, Dorian Gray.

### America in the Med

America has moved to the Mediterranean. We are, of course, referring to the attack carrier USS *America* (CVA 66), which is now on her first deployment with the Sixth Fleet.

As with other carriers which deploy overseas, *America* has several squadrons and squadron detachments embarked, all of which comprise Carrier Air Wing Six (CVW 6). They are: Attack Squadrons 64 and 66 (VA 64 and VA 66); Fighter Squadrons 33 and 102 (VF 33 and VF 102); and Heavy Reconnaissance and Attack Squadron Five (RVAH 5). The two squadron detachments are from Carrier Airborne Early Warning Squadron 12 (VAW 12) and Helicopter Composite Squadron Two (HC 2).

About 3500 officers and men are aboard *America* for her Med cruise.

### Ogden Joins PacFleet

When the amphibious transport dock USS *Ogden* (LPD 5) went through the Panama Canal, she became the 76th ship of the U. S. Pacific Fleet Amphibious Force.

*Ogden*, commissioned only last summer, is the fifth ship to be built from the keel up as an amphibious transport dock. She has an aft well deck which can be flooded to let landing craft float in and out. In addition, a helicopter platform is built over the well.

This means she can send 930 combat troops and 4500 tons of cargo to the beach or behind it.

LPD 5 is the second ship to be named for the Utah city. The first *Ogden* was patrol frigate 39 which is now serving with the Japanese Maritime Self Defense Force.

# SHIPS on ICE



## ALL HANDS SPECIAL SUPPLEMENT

**A**S YOU MAY HAVE HEARD, the Navy's five icebreakers are changing their appearance and their crews. White paint will be rolled over the haze gray and new hull numbers, preceded by a large "W," will be seen on the bows. Small shields will be worn on the jumper sleeves of the enlisted uniforms and on the officers' shoulder boards. By 1967, *USS Burton Island* (AGB 1), *Edisto* (AGB 2), *Atka* (AGB 3), *Glacier* (AGB 4) and *Staten Island* (AGB 5) will all be ships of the U. S. Coast Guard.

The four "Wind" class ships are being returned to the organization for which they were originally built 20 years ago. The fifth, *Glacier*, although constructed for the Navy, will also be turned over to the seagoing arm of the Treasury Department.

By and large, icebreakers possess just about as weird a combination of attributes as is possible to cram into a single vessel of no more than 5300 tons. It has been claimed that, although they belong to the Service Force, they have the draft and armor of a battleship, the roll of a destroyer, the flight deck of a carrier, the power of a seagoing tug, and can be handled as easily as a liberty launch. Attempts to verify these claims have never been completed.

However, Navymen who serve amidst such a compendium of virtues have no need to exaggerate. No matter how you look at them, their ships are unusual.

**A** TYPICAL ICEBREAKER may spend many months out of port as a matter of routine. The ride may be just as rough in normal seas as it is while the ship plows through the ice, for an icebreaker has a round bottom and no bilge keels. This design permits it to break ice that would make any other ship come to a complete halt, but the lack of bilge keels to stabilize the ship causes an AGB to roll excessively in normal waters.

As a partial remedy, Navy icebreakers have a passive anti-roll tank which somewhat reduces the roll action of the ship. The tank is approximately half full of diesel oil and has a series of baffle plates which retard the rush of oil as the ship rolls to port or starboard, thereby counteracting and dampening the roll.

A specially built ship, more complete in supply facilities than most, an AGB is required to exist many months out of sight of other ships and without logistic support. The *Wind* class ships are equipped to do just that. They can support themselves for six months or more.

In addition to extensive food storage facilities, they are equipped with most of the comforts and conveniences of a small city, including a barber shop, soda fountain, ship's store, post office, library, church services and full medical facilities.

In addition to providing living spaces for about 250 officers and enlisted men, the designers had to make



room for 700,000 gallons of diesel fuel—enough to permit the ships to steam around the world twice without refueling.

Power for icebreaking is provided by a diesel-electric system composed of six 2000-horsepower main propulsion diesel engines which drive six 1375 KW generators. Although none is swift (top speed is 16 knots), the ships' 18-foot propellers give the push needed to tackle polar ice up to 10 feet thick. Or, as the ice people say, enough to tow a *Forrestal*-class carrier in the open sea. (*Staten Island* actually did tow *USS Kitty Hawk* (CVA 63) under tow in August 1964, just to see if it could be done. She could, up to a speed of eight knots.)

**W**HEN AN ICEBREAKER is in drydock, her hull looks much like a football, sliced laterally. Her no-keel construction of one and five-eighths inch steel hull plating is another feature which keeps the ship from becoming crushed. When the ice exerts pressure on the sides of the ship, the icebreaker is simply lifted up, thus lessening the lateral pressure on the hull.

Her forefoot is sloped, enabling her to ride up onto the ice. The weight of the ship then crushes the ice beneath it. Speeds of several knots can thus be maintained in ice up to three feet thick. With hard or thick-er ice, it is necessary to back up and ram. When this is necessary, progress is measured in ship lengths rather than in miles.

An unusual heeling and trim system also helps the icebreakers. When stuck in the ice, friction is lessened by shifting 220 tons of water and fuel from one side of the ship to the other. This weight shift, which can be accomplished in 90 seconds, is often enough to free the ship. The trim system works the same way as the heeling system, except that the weight shift is from fore to aft.

The heeling and trim systems save much time (as well as wear and tear on the ship) which would otherwise be wasted in blasting the ship free from the ice. However, each of the ships carries large quantities of demolition charges which can be used to open leads or free the ship from pressure ice.

To aid the ship in finding its way through the ice, two helicopters are carried aboard. The helos, used extensively for flying ice reconnaissance, have proven a valu-



**FROSTED**—Ocean spray forms a picturesque covering over icebreaker while serving on the job in Antarctic.

able asset. The airborne observers are able to spot weak ice or open water areas in the polar pack which would be invisible to lookouts aboard ship.

Despite the ostensible hardships, icebreaker duty is considered choice duty by many who have had it. In one year, a sailor can earn four certificates for crossing the major parallels of latitude and the 180th meridian. In 1965, for example, between March and September Rednose (Antarctic Circle), Bluenose (Arctic Circle), Golden Dragon (180th meridian), and Shellback (equator) certificates were claimed by *Staten Island's* crew.

**C**ONSTANT CHANGE and challenge plus the fact that icebreaker crews tackle some of this old world's last frontiers undoubtedly account for much of the glamor attached to duty in an AGB. Here's an account of what it's like.

Before the icebreaker stretches an expanse of frigid

**WORK AND PLAY**—'Copters do scouting for icebreakers. Rt: Crew of *USS Glacier* takes time out for game on the ice.





USS Burton Island (AGB 1)



USS Edisto (AGB 2)



USS Atka (AGB 3)



USS Glacier (AGB 4)

ocean calmed by fields of ice. The continually shifting ice pack can snatch up a ship and push her helplessly for many miles, or it might even reach up and sheer off one of her propellers.

The ice seems never to present the same problem twice. Once the ice begins to move faster than the ship can go in the other direction, it will be a long slow spell before the ship can start her cruise back to the States.

On the bridge, the officer of the deck stands one of the most challenging and demanding watches in the Navy. He seems always on the brink of disaster as he chooses a course for the ship from among the several paths the ice pack offers.

One path may bring the bow onto a pressure ridge from which the ship can't back off. Another will mean so much heavy ice that the backing and ramming needed to get through will take too long to counteract the opposite movement of the pack.

All of these hazards the OOD must meet every 24 hours, and often in weather 20 degrees below zero—but at least he is moving around.

Perhaps moving is an understatement. Scurrying might be more appropriate, for he is constantly on the go from one end of the bridge to the other, peering into the radar repeater that indicates leads and distant ice; watching the sometimes discouraging progress of the ship on the navigational charts; trying to see all four ways at once. With all this activity there is never a dull moment, and the OOD has no trouble keeping warm.

**T**HE HELMSMAN keeps warm, too. No two consecutive minutes find the ship on the same course. As soon as he brings the rudder to right standard, the order comes to shift rudder. Then it's right full rudder, followed by left full rudder.

This goes on and on with the only break coming when the ship backs down. Only then does the rudder remain amidships.

The pilot house, while not exactly warm, isn't freezing either. What keeps it cool is the usually open doors to the wings—to permit the OOD to shout orders to the

USS Staten Island (AGB 5)







**SHAPE OF IT**—Photos show how AGB is shaped for her job. Blades were broken by ice. Below: Icebreaker leads way.

man at the wheel or the men manning the searchlights that show the way through the darkness.

Open doors mean that the quartermaster, boatswain's mates and messengers, along with the lookouts, must stand their two- or four-hour watches decked out in ample cold-weather clothing.

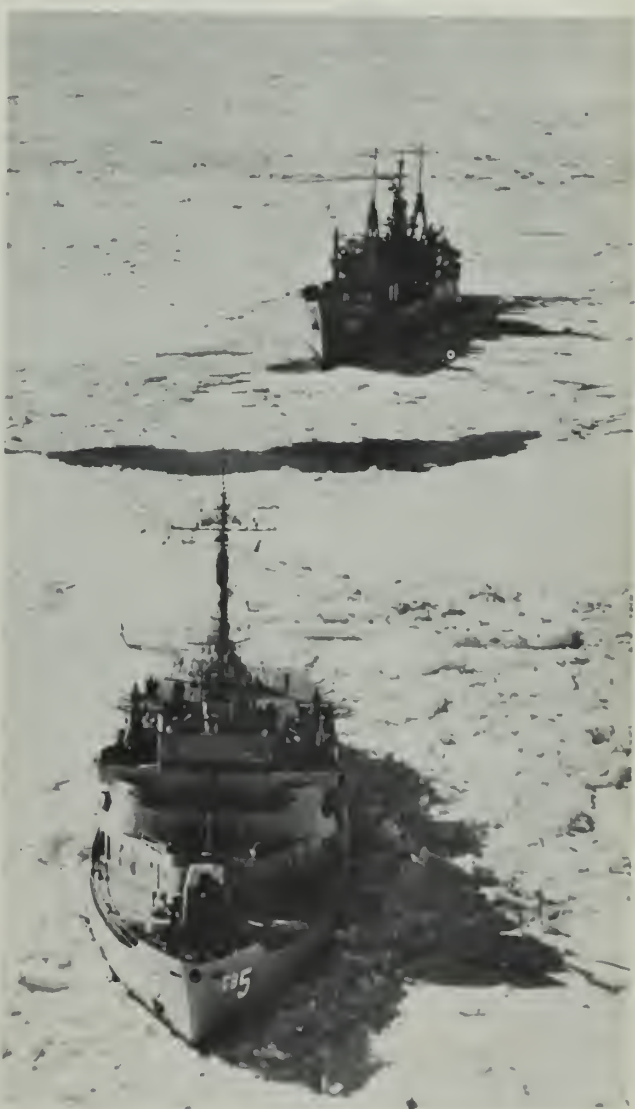
Even when a man is dressed in a face mask, goggles, four pairs of gloves and boots, he is still going to be cold when the mercury drops below zero and the wind mounts to over 25 knots. However, the half hour required to get him into the cold-weather togs is worth it for it eliminates the possibility of frostbite.

In day-to-day operations, the men who are out in the cold for the longest periods of time are, of course, the deck hands. Their job is a lot different from that done by destroyer deck hands or those on any other type of ship, for that matter. For example, nobody in an icebreaker bothers much with topside maintenance while underway. They have enough to do just keeping the decks clear of ice.

Duty in an icebreaker may be the only type of sea duty where the crew can leave the ship more or less frequently for fun and games on the ice. It may also be the only type of sea duty where wildlife sightings are a matter of course. Sailors on an icebreaker think nothing at all of hearing the public address system blurt "Now hear this . . . three walrus off port bow . . ."

Or it might just as well be polar bear, seal or arctic fox. The result is always the same, the rails are crowded with "big game hunters" armed with every type of camera from the cheapest still to the most expensive movie all snapping or grinding away to bring 'em back alive on film.

Navy men who have been assigned to icebreakers usually fall into two categories. Either they belong to the 50 per cent who counted themselves lucky or the 50 per cent who were indifferent or considered themselves unlucky. For both groups, the departure of the icebreakers from the Navy will produce a feeling that something has passed from the scene which provided adventure of a type that is hard to come by these days.



# TAFRAIL TALK

**E**VER HAD A TOUR of picket duty midway between New Zealand and Deepfreeze? If not, let's hear no complaints about rough duty.

It seems that, en route to her last ocean station assignment for the year, *uss Calcaterra* (DE 390) picked up a reporter for a New Zealand paper to show him what sea duty was like. (We can't tell you the name of the paper because, when LCDR William Earl, CO of *Calcaterra* sent us the clipping, he inadvertently clipped too closely and removed the paper's name).

The reporter was impressed. Also seasick. And, before we saw dry land again, pretty tired of it all.

Tired of waves breaking over the bow and spray pounding on the bridge. Tired of sitting on the floor to eat because all the wardroom chairs had been lashed down. (That's right—the crew ate sitting down on the deck.) Tired of lying in his bunk, unable to sleep because, if he did, he'd be tossed out and into a bulkhead. Tired of watching movies, both new and old. Tired of a rolling ship, gray cold skies, and waiting to go home.

But there were compensations. Great excitement at the sight of their first iceberg. Really impressive. About 250 feet high, 1150 feet across and some two miles long.

The midnight sun, with sunset lasting an hour and a half.

Excitement at the prospect of encountering their relief ship bearing mail from home.

We hope to make our point with this brief quote from LCDR Earl's covering letter:

"We began our homeward bound trip on 10 February. We are looking forward to it of course with anticipation. We have been gone five months today."

Speaking of the Destroyer Navy, as we have in our lead articles, this item points up to the tremendous job done by the greyhounds of the sea. The destroyermen rate a 4.0 in determination, tenacity and achievement—wherever they go.

★ ★ ★

As mentioned before in these pages, **ALL HANDS** receives a sizable share of change-of-command stories. On the assumption that there are about 860 commissioned ships plus many times that number of units in the U. S. Navy today, that works out to about three changes of command per day. (There may be a fallacy here, but our editor-in-charge-of-statistics has just stepped out for his 6.3 cup of coffee for the day.)

Nevertheless, for the statistical minded, it's worth mentioning a recent change of command with an unusual news angle.

Captain Carl A. Hering, USNR, relieved Captain George J. Haltiner, USNR, of his command of Naval Reserve Research Company 12-8 in just one-half second, in what can be said to be a "brief ceremony" at the Naval Postgraduate School in Monterey, Calif.

At precisely 2000, the two captains stepped smartly to a computer, saluted, pressed a button and, before you could say "Anchors Aweigh," that was that.

It seems that the usual references to orders dated such and such, with the time-honored expressions of "I relieve you, Sir," and "I stand relieved," were transferred from the computer's memory to the printer, and Captain Hering had the helm.

A PIO release from PGS Monterey claims this to be the shortest change of command. Any takers?

*The All Hands Staff*

## The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

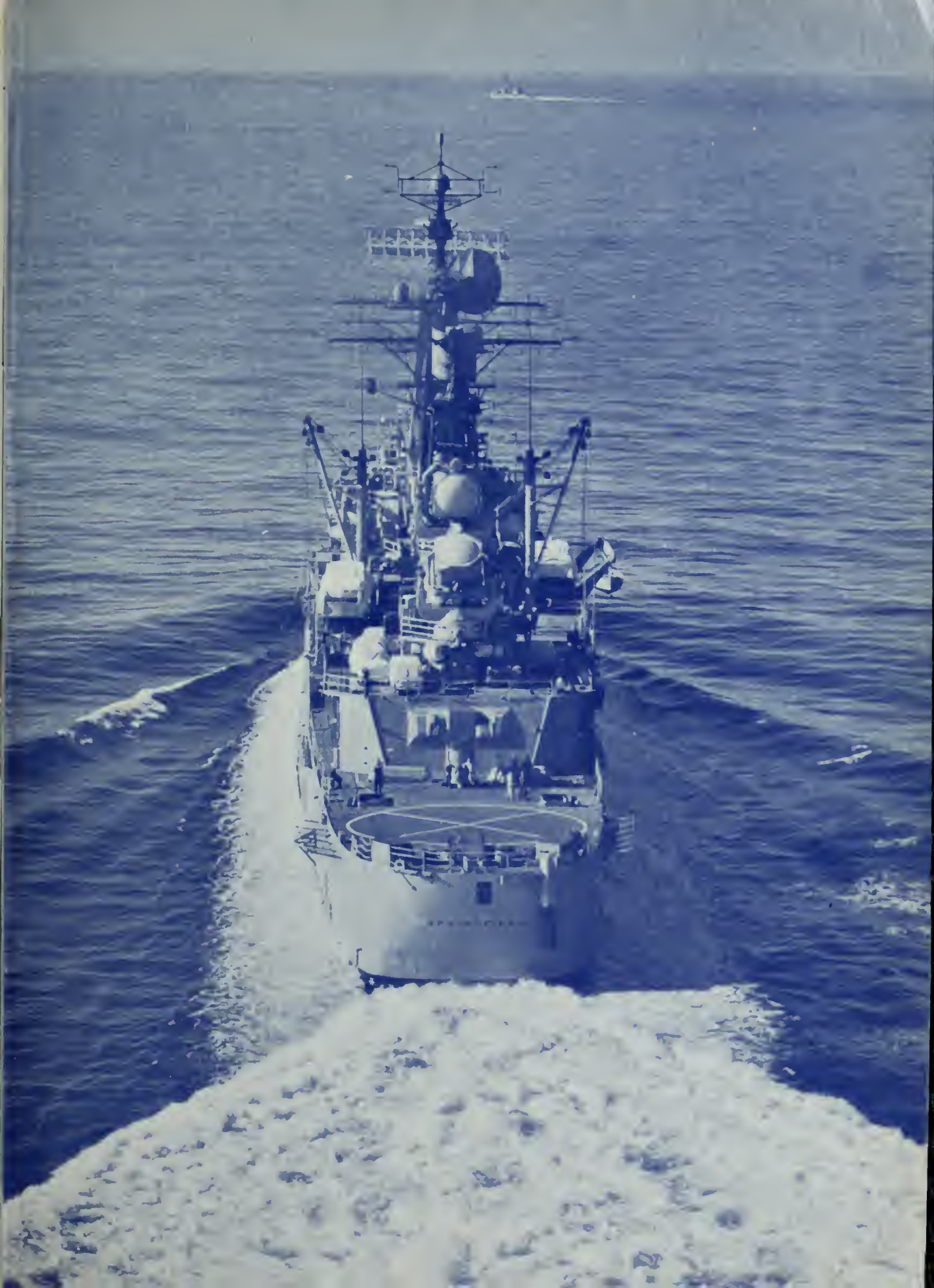
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

**ALL HANDS** does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, **ALL HANDS**, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● **AT RIGHT: STERN VIEW**—Guided missile cruiser *USS Springfield* (CLG 7) churns up a wide white wake during operations in the Mediterranean Sea.







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# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.

COPY ALONG

359.05  
A416

APRIL 1966







**ALL HANDS** The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor. **DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for **ALL HANDS** is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

APRIL 1966

Nav-Pers-O

NUMBER 591

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Assistant Chief for Morale Services

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### Taffrail Talk

John A. Oudine, Editor

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Don Addor, Layout & Art

French Crawford Smith, Reserve

• **FRONT COVER: POWER COMBO**—Artist's conception portrays the combination of air/sea power as represented in the mobile carrier and its potent air arm in today's Navy. Drawing by Robert Grabowski, DM3, USN, former staff artist on All Hands Magazine now serving aboard USS Ranger (CVA 61).

• **AT LEFT: COMBAT PRACTICE**—Navymen sights target for three-inch, 50-caliber mount during Fleet exercise. Photo by J. O. Sogester, PH2, USN.

• **CREDIT:** All photographs published in **ALL HANDS** Magazine are official Department of Defense photos unless otherwise designated.



Phantom of VF off USS Midway drops bombs.



USS Midway (CVA 41)

# NUC Navymen Win Unit

**E**XPERIENCE is the best teacher — even in combat. So, what happens to Navy ships which enter hostile action for the first time? Are the crews prepared for the stress and strain of combat operations?

The answer to that, as evidenced by the current operations in Southeast Asia, is a resounding "Yes". Navy ships and units participating in this action are proving once more—and as convincingly as ever—that they are ready, willing and able to carry out any assigned mission. They are writing their own pages in naval history.

There is no easy job on any of the Seventh Fleet ships operating in and

around the South China Sea. The work is hard and demanding; the hours are long; the extended operations offer little chance for relaxation. Every single participant in this drama deserves a mountain of credit for his efforts.

Much of the U. S. action against communist efforts in Vietnam has involved the air Navy — the attack carrier strike forces. The carriers and their embarked squadrons have stood out in the news like an All-American halfback does on a good football team. However, the halfback would gain no fame without the continuing support of everyone else on the team, and neither would

a carrier. Both rely on teamwork.

As a result of such teamwork, and their own outstanding contributions to the operations in Southeast Asia, four CVAs have recently been awarded the Navy Unit Commendation. And so have two of their teammates, an ammunition ship and a gasoline tanker which turned in All-American performances in support of U. S. operations in Vietnam.

The Navy Unit Commendation (NUC) is awarded to units of the Navy and Marine Corps which display outstanding heroism in action against the enemy, or extremely meritorious service not involving combat, but in support of military operations.

The ships cited for the award were:

- *uss Pyro* (AE 24) . . . for "exceptionally meritorious service as an ammunition supply ship in support of military operations in Southeast Asia from 5 Dec 1964 to Oct 1965."

*Pyro* is one of the more than 95 ships of the Pacific Fleet Service Force, which provides the mobile logistic support necessary to modern naval operations around the globe. In *Pyro's* case, this support consists of transferring ammunition to the combatant ships underway.

*Pyro's* extended deployment and record number of underway replenishments alone merit congratulations,

USS Independence (CVA 62)







USS Coral Sea (CVA 43) Rt. Jet from USS Independence fires on train.



# Commendations

according to Admiral David L. MacDonald, usn, Chief of Naval Operations. During her one-year deployment to WestPac, which was extended four times, *Pyro* established several records for ammunition replenishment at sea.

Even when not transferring ammo, her crew had little time for rest. Ordnance had to be shifted and broken out for upcoming scheduled replenishments. *Pyro's* crew members, at times enduring work-weeks of as long as 102 hours at sea and 78 hours in port, had little time for other diversions.

Supporting Vietnam operations, *Pyro* transferred more ammunition during one 22-day period than she had done during her entire five years of previous commissioned service.

• *uss Coral Sea* (CVA 43), with Carrier Air Wing 15 (CVW 15) embarked, was cited for service during the period 7 February to 18 Oct 1965. Carrying out over 10,000 combat sorties during a single cruise, *Coral Sea* and her embarked air wing executed a series of devastating air strikes against military and logistic facilities in North Vietnam.

The officers and men concerned were commended for outstanding professional and technical competence, *esprit de corps*, effective teamwork and valor.

Although her name commemor-

ates the first great sea battle fought by carrier-based aircraft, this was *Coral Sea's* first combat action, since commissioning on 1 Oct 1947.

During the Korean Conflict, *Coral Sea* operated with the Atlantic Fleet. The current Southeast Asian crisis has become the proving ground for her battle worthiness. She met the challenge in an outstanding manner.

• *uss Midway* (CVA 41), with Attack Carrier Air Wing Two (CVW 2) embarked, was cited for service during the period 16 April to 4 Nov 1965. *Midway's* aircraft conducted over 11,900 combat sorties against enemy military targets in North and South Vietnam.

In airborne encounters, *Midway-*

## Squadrons Share NUCs

The following squadrons were embarked on the four attack aircraft carriers which were recently awarded the Navy Unit Commendation for outstanding performance in Southeast Asia:

### USS Independence (CVA 62)

VA-86; VA-75; RVAH-1; VF-41; VF-48. Detachments on board from the following squadrons: HC-1; VAH-4; VAW-12; VAW-13.

### USS Coral Sea (CVA 43)

VA-153; VA-155; VA-165; VF-151; VF-154; VAH-2; Detachments on board from the following squadrons: VAW-11; VFP-63.

### USS Midway (CVA 41)

VA-22; VA-23; VA-25; VF-21; VF-111; VAH-8. Detachments on board from the following squadrons: VAW-11; VFP-63.

### USS Oriskany (CVA 34)

VA-163; VA-164; VA-152; VF-162; VMF-212.

USS Pyro (AE 24)





USS Genesee (AOG 8) steams toward Hawaii after WestPac duty.  
Below: All Fleet ships rate high in teamwork.



based aircraft succeeded in destroying the first three MIG interceptors to be credited to U. S. forces in Southeast Asia.

The carrier, commissioned on 10 Sep 1945, was also operating with the Atlantic Fleet during the Korean Conflict, making this her first encounter with actual combat operations.

- *uss Independence* (CVA 62), a 60,000-ton Norfolk-based carrier, spent more than five months in the Seventh Fleet from 5 June to 21 Nov 1965. *Independence* thus became the first Atlantic Fleet carrier deployed to the South China Sea during the present crisis.

During that period, *Independence* aircraft flew more than 7000 combat sorties against the enemy in both North and South Vietnam, and participated in the first major series of coordinated strikes against vital enemy supply lines north of the Hanoi-Haiphong complex.

Carrier Air Wing Seven aircraft were successful in evading one of the first massive surface-to-air missile barrages in aviation history while attacking assigned targets and executing one of the first successful attacks on an enemy surface-to-air missile installation.

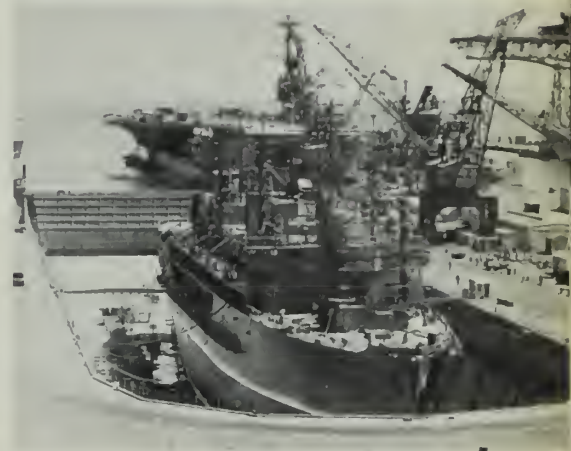
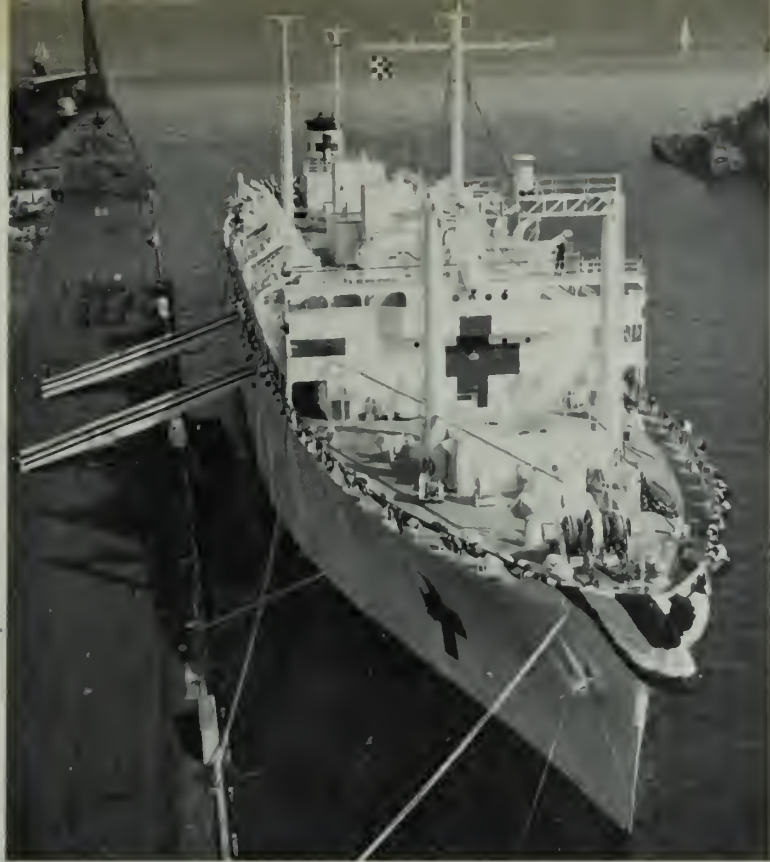
*Independence*, commissioned on 3 Apr 1959, has since returned to her home port of Norfolk, Va.

- *uss Genesee* (AOG 8) has earned the award for her support to U. S. and allied military forces at Chu Lai and Da Nang from May to October 1965. At one point during this tour *Genesee* remained on station for 120 consecutive days, supporting friendly forces. During her tour off Vietnam, the 1800-ton vessel provided 9.8 million gallons of petroleum products. She also carried out the unusual task of pumping 2.3 million gallons of salt water ashore to pack down the new landing strip being constructed at Chu Lai.

The ship is attached to ServPac and has a complement of eight officers and 74 enlisted men.

- *uss Oriskany* (CVA 34) also spent considerable time on the line, and was cited for her service from 10 May to 6 December 1965. During this time *Oriskany* and Attack Carrier Air Wing 16 carried out over 12,000 combat sorties and delivered over 9700 tons of ordnance against enemy forces, resulting in the destruction of military targets in North Vietnam, including five missile installations. —Bill Howard, JOC, USN





# Angel of the Orient Returns

**T**HE ANGEL of the Orient is back on duty, commencing her second career in the U. S. Navy. The hospital ship *USS Repose* (AH 16), on station off the coast of South Vietnam, is treating casualties of the fighting in the country's northern provinces. The 15,000-ton ship is the only fully operational hospital ship in the Navy and the first one to deploy since the Korean Conflict.

After *Repose* was taken out of mothballs last June, an extensive outfitting job was begun on an around-the-clock basis. The gray-hulled vessel was towed to the San Francisco Bay Naval Shipyard looking quite lifeless, and emerged from drydock nearly four months later with her new coat of gleaming white paint, red crosses and a rehabilitated interior.

*Repose* is now fitted out with the latest in diagnostic and treatment equipment, including a frozen blood bank facility; a heart-lung machine; a sonar echo-encephalograph and a recompression chamber. It is a modern, floating 750-bed hospital manned by 24 doctors, 30 nurses and 256 hospital corpsmen.

As an example of modern methods used aboard *Repose*, the frozen

blood technique, which was pioneered by the Navy, involves adding chemicals to whole blood before freezing, to reduce water content. Later, replenishers are added after the blood is thawed for use. The advantage is that frozen blood can be stored for indefinite periods, whereas whole blood must be used within three weeks.

**A**NOTHER new technique to detect and identify some organisms that cause diseases such as tuberculosis and malaria will be used by the ship's laboratory. Special fluorescent dye will allow doctors to identify some organisms immediately in-

stead of waiting days for laboratory reports on a culture.

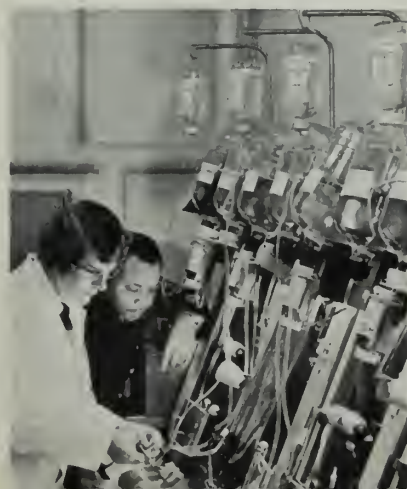
The artificial heart-lung machine will take over the functions of the patient's heart during certain operations, permitting surgeons to operate on the heart and vessels leading to and from the heart. The portable, 50-lb. machine can be quickly packed and carried by helicopter for use in other locations in emergencies.

Using a sonar echo-encephalograph, doctors aboard *Repose* will be able to locate brain hemorrhages and fragments undetectable by X-ray. The machine uses sound waves to accomplish its task, much as sonar is used to detect submarines.

A recompression chamber, located on the stern of the ship near the heliport, can be used to treat diving casualties, victims of the bends, as well as patients with gas gangrene and tetanus.

The heliport itself can be a life-saving device, allowing rapid transport of critically injured persons who need immediate medical attention.

*Clockwise from Top Left: (1) USS Repose (AH 16) presents a trim picture on commission day. (2) Tugs move Repose. (3) Work begins. (4) Members of staff in blood bank.*







# EOD TEAM in VIETNAM

ELECTRONIC STETHOSCOPE used by Saigon EOD Team, designed for bomb work, can detect the slightest tick.

**A**T 5:30 A.M. on 4 Dec 1965, 250 pounds of explosive detonated in front of Saigon's Metropole Hotel. The casualty toll—10 dead and 137 wounded.

Twenty minutes later, a claymore mine was found in an airline flight bag across the street from the hotel. It was apparently aimed at Vietnamese and American rescue parties bringing out the dead and wounded from the hotel wreckage.

In the flight bag, a cheap wrist watch in the crude little metal box spelled death—sometime between a split second and 12 hours later.

Quietly, while American MPs and Vietnamese police cleared the area, a U. S. Navyman in green combat uniform went to work on the mine in an effort to disarm it before it exploded.

Years of training and experience were compressed into the seconds it took him to make a decision. Then, with deft strokes of tools in steady, knowledgeable hands, the claymore was, in the words of his profession, "rendered safe."

Had the mine exploded, it would have sprayed hundreds of jagged iron pellets into the mass of nearly 200 survivors and rescue personnel.

The Navyman who disarmed the bomb is a member of the six-man Explosive Ordnance Disposal team assigned to U. S. Navy Headquarters Support Activity, Saigon. The team is led by Lieutenant Terrence Burke.

Among the team's missions is the disposal of explosive ordnance found in American-operated installations in the Saigon-Cholon zone and in coastal and inland waters throughout the southern three-fourths of the Republic of Vietnam. Research is another important team mission.

Two EOD men, always on call, are linked to Saigon Military Police headquarters by radio and telephone. Calls concerning suspected bombs are relayed to the EOD men by the MPs.

**M**ANY OF THE CALLS are false alarms. "The Viet Cong," says LT Burke, "sometimes wrap up a dead rat, garbage, or perhaps some

cans filled with sand. They leave these where they can easily be seen.

"We give them the full professional approach anyway. We determine if a package is a bomb. If it is, we render it safe."

How rendering safe is accomplished with Viet Cong devices—most of which are homemade—is a closely guarded secret. The defeated devices are finally exploded at an ordnance disposal range outside Saigon.

Among the most common devices are wrist watch timers, which can be set from seconds to a full 12 hours. When the chosen moment arrives, an electrical circuit is closed and the bomb detonates.

Other triggering devices operate like simple mousetraps, as hand grenade strikers, or through chemical action.

Speaking of timers, LT Burke recalled the Metropole Hotel incident. "There's no way of telling when it (the bomb) would have blown. We have a pretty good idea why it didn't go off before our men got to it, but we're not telling the Viet Cong the



mistakes they're making, of course."

Sometimes the Viet Cong booby-trap the booby-traps in attempts to eradicate the EOD men, whose job is to frustrate their deadly designs.

Paul McCraw, BT1, a veteran of 10 months with Navy EOD in Saigon, says, "We're always on the alert for some second or third device. We know the Viet Cong would like to get us badly—we have kind of a private war going with their bomb units."

**S**AIKON's EOD Team also spends time in research. Most of the team members were on the scenes of the biggest 1965 Saigon bombings—the U. S. Embassy, the My Canh floating restaurant and the Metropole Hotel. The squad immediately searched for secondary devices and later analyzed the pattern of the bombings. Their conclusions in such cases are employed in drafting anti-terrorism measures for future use.

Most of the equipment used by EOD men in disarming ordnance looks like the tools found in anyone's home workshop or tool kit. But these men use the tools with a near-surgical sensitivity. The most sophisticated item in their arsenal is an electronic stethoscope especially designed for bomb work, which can detect the slightest whisper of a tick coming from a heavily insulated parcel or suitcase.

Part of the team's workshop is devoted to a museum-like display of grenade and bomb types. Some are masterpieces of the terrorist's art—but not beyond the skill of Navy EOD men. Two particularly lethal items in the display are an exploding fountain pen and an American-style cigarette lighter, both of which could blow off a hand or cause a mortal wound.

All members of the team are qualified Scuba divers. Their underwater training has been utilized in disarming or extracting bombs, rockets and ammunition from U. S. aircraft which have crashed into the sea.

Do EOD men get nervous? Says McCraw, "I've never seen an EOD man go nervous on the job. When we come on the scene, it's because somebody pulled the panic switch. The MPs clear the area and we go to work. We have to be accurate and fast. And we have to think it's something like fixing a car engine."

"There are only two degrees of effectiveness—complete success or total failure on a mission."



PRACTICE WORK on disarmed time bomb keeps team alert for real thing.

The effectiveness of the Navy's EOD team in Saigon speaks for itself. Not one of the planted devices the men have worked on has blown

up on Viet Cong schedule. And most important of all, no Americans, Vietnamese, or Allies have died from them.—Robert Dietrich, JOCM, USN

TROPHY ROOM—Saigon EOD Team's museum contains multitude of devices.







SCHOOL TIME—EOD instructor shows proper use of special demolition charge. Right: Diver takes requalification.

# They Say This School Is

*As the old saying goes, "If at first you don't succeed, try, try again." But in one business, you may not get that second chance. Your first mistake can be your last.*

**O**UTSIDE the classroom there is a glass case containing a small bomb, and a sign reading, "Identify me. What is my RSP?"

Inside the classroom, an Air Force sergeant is explaining the answers to an unexpected quiz given a few minutes earlier. The class consists of Navy officers and enlisted men and several Army sergeants.

This is the Navy Explosive Ordnance Disposal School at Indian Head, Md., where EOD teams and trainees from the Army, Navy, Air Force and Marines receive instruction in the recognition and disarming of rockets, bombs, grenades and nuclear weapons.

In addition, EOD men from other nations are given ten- and 14-week courses at the school, giving it an international flavor.

The mission of the school is to train men in the best methods for recovery, evaluation and disposal of surface and underwater explosive ordnance employed by the United States and other nations.

Training is divided into three basic categories — conventional ordnance, nuclear weapons and underwater ordnance disposal. All U. S. students

at the school receive training in the first two categories; only Navymen take the underwater course.

Class instructors may be from any of the armed services, except in the underwater section, in which the instructors are Navy men. The staff at Indian Head includes 105 instructors and 28 men in liaison and administrative capacities.

It is not unusual to see a course under the supervision of an Army captain, taught by an Air Force sergeant, with students from two or three different services in attendance.

**OFFICER STUDENT** conducts rendering safe procedure on practice bomb.



For fiscal year 1967, the school is expected to train nearly 1400 men, including 350 in refresher courses.

**B**ASIC TRAINING gives the student detailed descriptions of the various types of ordnance. Since the course is his initial entry into EOD, the classes are built around discussion, and go into the basic functions and characteristics of weapons more than the advanced courses do.

In basic training the student first becomes aware of the term, "render safe procedure," or RSP, which will soon be a part of his everyday vocabulary.

During refresher training, the student renews his knowledge of the less common ordnance (it is assumed he is familiar with common types). He is also introduced to new developments in the field.

In this respect, liaison with the EOD Facility at nearby Stump Neck, Md., is of prime importance to the school. The facility develops new procedures and prepares manuals.

The advances made from time to time serve to point up one recurrent facet of ordnance handling and disposal — ordnance is limited only by the imagination of its creators.

**C**COURSES ARE BROKEN into six divisions. Most of the divisions offer both basic and refresher training.

First Division topics include ap-



plied physical principles, explosive fillers, chemical and biological fillers, fuzes, land mines, booby traps and infernal devices (such as sabotage ordnance).

The devices are typed by country and function so they are easier to learn and remember. In many cases, a student can look at a fuze or mine and tell, by its basic characteristics, what country it came from and how to render it safe.

In Second Division, the trainees learn to use tools designed specifically for EOD work. Bomb carriers, thermite grenades, electronic stethoscopes, blasting mats and fiber hacksaw blades become a part of his life.

Some of the tools used are such everyday items as razor blades, paper clips, cotter keys and instant cameras.

The Second Division trainee is

## a Blast

also given courses in dropped munitions, fuzes of U. S. and foreign ordnance, procedures in approaching and disarming and radiography (X-ray or gamma ray photography).

Classes in demolition make up Third Division. Small munitions are studied at Stump Neck, where the school maintains several small ranges and the pond used in the underwater course.

Later in the course the men are flown to Eglin AFB, Fla., for a week of proficiency training on large ordnance. Their self-confidence is built through the use of live explosives up to and including 2000-pound bombs.

Navy men undergo Fourth Division training, which includes courses in underwater ordnance of the U. S. and foreign countries. This six- to seven-week segment consists of practical diving problems and exercises in the disposal of limpets, mines, torpedoes, depth charges and other underwater hazards.

MUCH OF THE equipment used in EOD underwater, as well as that in surface disposal, must be completely non-magnetic, so a piece of ordnance will not be set off as the EOD man approaches it. Watches, knives and metal fittings on Scuba gear used by EOD men are all non-magnetic.

The problem of magnetic properties in metals and alloys is so impor-



LOTS OF PULL—EOD Trainees use rigging techniques to lift 2000-lb. torpedo.

tant in EOD that a Navy dentist recently suggested a substitute for tooth fillings that is less magnetic than standard filling materials currently used in Navy dentistry.

Four weeks of Fourth Division training is given to Navy men of other countries.

Aircraft explosive devices and guided missiles make up Fifth Division training. The men learn the basics of guided missiles and such

aircraft hazards as ejection seats and canopy ejection equipment.

Basic and refresher courses in nuclear weapons, radiological detection and decontamination methods are taught in Sixth Division.

ALL COURSES are difficult and extremely technical—they must be so, to train EOD men to meet any problems found in the Fleet. In the 27 weeks he spends at Indian Head,

### A Memo for Agent 007

Once upon a time an EOD team was called up to dispose of a small box—black, we're sure—thought to be a bomb.

It was a tricky, time-consuming procedure. First, authorities cleared the immediate area of spectators, as a safety precaution.

Then the team went to work. They discovered, via electronic stethoscope, a timing device inside the box. It could trigger the bomb at any moment.

Further exploration yielded signs of a gravity switch, which rested on the ground below the box. If the box were lifted, the bomb would explode.

A mercury switch was positioned

inside the box, so tilting the box would trigger the explosive charge.

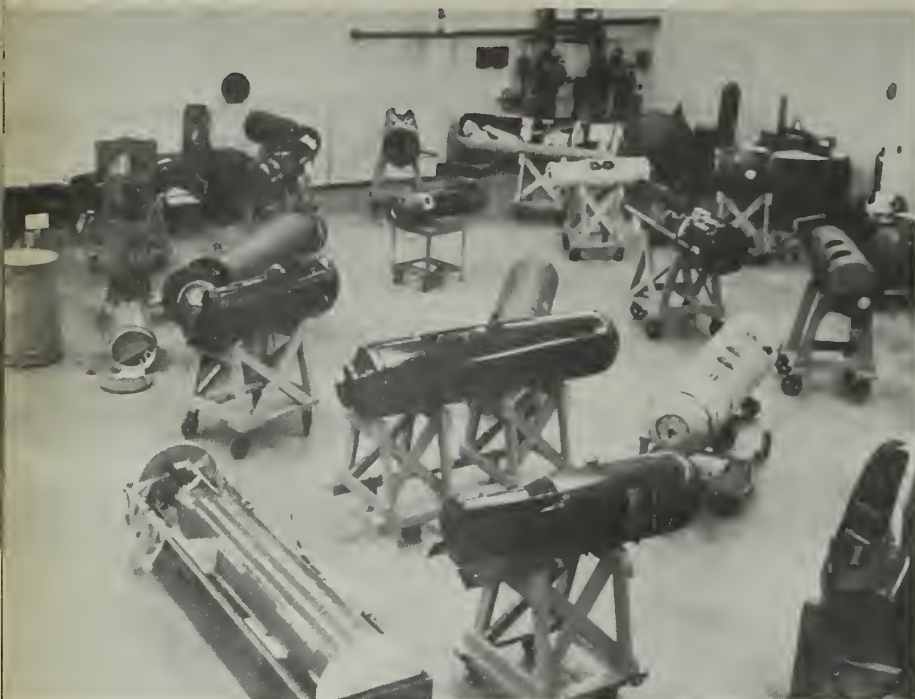
Wiring was elaborately spread on the sides and lid of the box. If the lid was lifted, or a cut made on a side of the box, BOOM!

Another device inside the box made it impossible to take X-rays of the bomb without it detonating.

Nevertheless, the EOD team set about the task, undaunted by the hours of precise work that lay ahead. Finally, the bomb was declared safe. It was removed to an EOD museum, to rest as a chronicle of achievement.

How was the job done? That's classified information.





MINE MUSEUM, EOD School is used to train students in ordnance recognition.

a Navyman will learn to recognize more than 4500 pieces of ordnance. One day his life may depend on how quickly and accurately he can identify a bomb or booby trap.

Recognition is basic in ordnance disposal. An EOD man is not expected to know beforehand how to disarm every piece of ordnance he may encounter—about 45,000 are now known—but, if he can recognize it, chances are he'll be able to disarm it.

In that vein, the museums, or "ordnance graveyards," at the school serve to train the students in recognition of ordnance and render safe procedures.

After the daytime classes, the buildings are open for several hours each night, including weekends, to allow students to put in extra hours of study. Most of them take advantage of the opportunity, for they must satisfactorily complete all phases of the training to become qualified.

The scholastic record of the school is good. According to Commander Kenneth Ploof, EODS commanding officer, the attrition rate is only four to seven per cent.

In some cases, where students lack satisfactory completion of a segment, they are "rolled back" to that phase for another chance. If they complete the phase with a passing grade, they are graduated.

**B**EFORE a Navy man gets to the EOD School at Indian Head, he has already been in the EOD program for over two months. When he enters the program, he has been screened for physical and psychological adaptability, and has been found suited to diving and danger.

His formal training begins with eight weeks at the Underwater Swimming School, Key West, Fla. The course is specifically designed for EOD trainees.

The first four weeks are devoted to Scuba diving. Included in the curriculum are such subjects as diving physiology, diving medicine, underwater navigation, methods and safety procedures for diving, and care and maintenance of gear. In addition, the men go through actual underwater exercises with mixed gas breathing apparatus.

At the end of the four weeks, most of the students become qualified Scuba divers. About 25 per cent are disqualified during the course for physical or other reasons.

The second half of the school covers the equipment used in underwater ordnance disposal—such items as electronic search equipment, semi-closed-circuit Scuba gear and classified equipment used only for underwater EOD.

After swimming school, the trainees attend a two-week course of practical chemical and biological

training at the U. S. Army Chemical School, Ft. McClellan, Ala. Then they are ready for the 27 weeks at Indian Head.

**O**NCE THE training is over, the Navy EOD man will usually become part of an EOD team, which normally consists of one officer and two or more enlisted men. The team also functions as a Nuclear Weapons Disposal team, on call if a nuclear accident should require its services.

EOD teams serve on board Fleet Ballistic Missile tenders, in ships with antisubmarine warfare support capabilities, at naval ammunition depots and in a multitude of other billets, including instructor duty at various schools and training facilities.

Jobs in the field may range from disarming a piece of ordnance on a Civil War battlefield to rendering safe a bomb on an aircraft carrier, or disarming and raising World War II ordnance found in a foreign port. EOD personnel are also called on to assist civilian authorities in handling and disposing of various explosive devices.

Much of EOD consists of research and keeping abreast of the latest developments in the field. On each assignment, a report is made and sent to the EOD School and EOD Facility for analysis and evaluation. The results of these reports are the basis for much of the material contained in EOD manuals.

The men must also make requalification dives and take practice swims to stay in shape.

Between tours of duty, or at least every three years, Navy EOD men must attend a ten-week refresher course at Indian Head to learn recent techniques in the field and to receive instruction on new weapons developments. Once a man is qualified in EOD, he maintains his status through refresher training.

If the time period lapses, he may still requalify by taking only the refresher course at Indian Head. The idea is, basically, that a man may lose his EOD job code, but he will still retain much of his knowledge, particularly if he stays in other ordnance and related underwater programs, such as UDT, SEAL and first, second and master classes of diving.

Why does a man volunteer for EOD? One reason is the extra pay. Another is the thrill of conquering the dangerous. And because he likes it.

—Kelly Gilbert, JO2, USN



# Automation Arrives for the AKA

Plans have been approved for a new attack cargo ship (AKA) which will, for the first time, incorporate extensive automation features in its main propulsion plant control.

Automation will bring about several radical changes in what has long been standard shipboard procedure. For example, the control of the main engine can be shifted from the engine room to the wheelhouse of the ship. Remotely operated steering machinery and a throttle on the bridge itself will be used for ship control. This will eliminate the necessity for signaling orders from the bridge to the engine room for changes in speed, starting, stopping or shifting the ship's steering units.

Mechanical controls will also be provided in the ship so the machinery plant can be controlled locally when necessary.

Some watch requirements will also be changed. A central console in the engine room will automatically monitor and control all engineering functions, thereby reducing the number of men needed for each machinery space watch from 12 to three.

If any part of the system fails to function, an alarm on the console will pinpoint the trouble spot. A back-up component for the defective part can be activated simply by pressing a button so no operational capability will be lost.

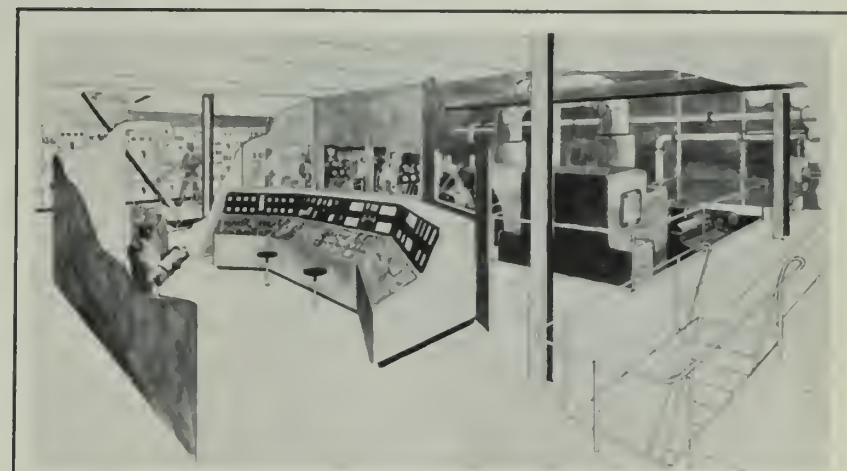
Plans are also being developed to incorporate similar automation features in the two guided missile destroyers planned for the fiscal year 1967 shipbuilding program. This will be the first use of the system in a twin screw warship.

## Gulf Stream Studies

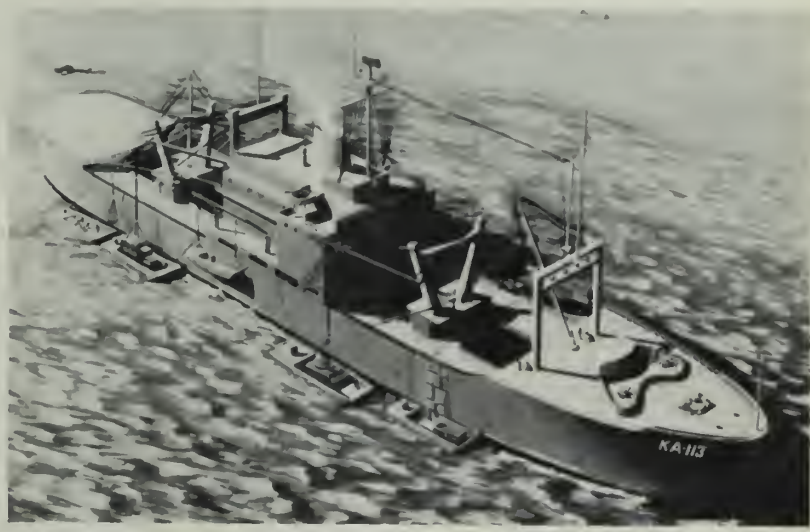
The meandering course of the Gulf Stream is being charted by a Navy *Super Constellation* equipped with an ultrasensitive airborne radiation thermometer. The instrument records radiated heat from the water below, allowing oceanographers to chart the Gulf Stream by the changes in water temperature.

During one flight, the aircraft detected an area at the Gulf Stream's edge where the temperature changed 17 degrees in 1000 yards.

The studies, sponsored by the Naval Oceanographic Office, are related to research on ASWEPS. ASWEPS is the Antisubmarine War-



*AUTOMATED ENGINE ROOM is one feature of new attack cargo ship class recently approved by BuShips. Control console (above) will automatically monitor and control all engineering functions, permitting reduction of machinery space and manpower on engine room watches. Alarm on console will also pinpoint trouble spots. Control of ship's main engine can be shifted from engine room to wheelhouse, enabling bridge control of speed, starting, stopping or shifting the ship's steering units. Artist's conception of new ship is pictured below.*



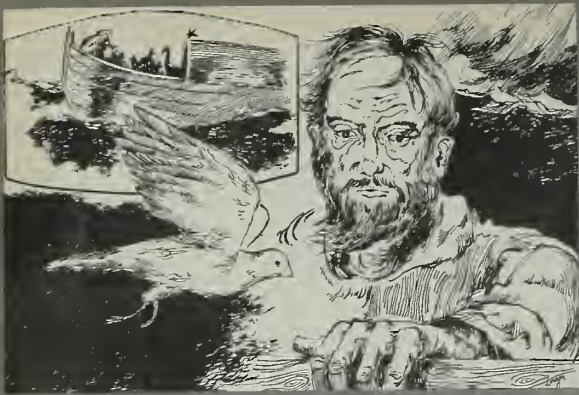
fare Environmental Prediction Services which will forecast water conditions to aid friendly submarine forces and hunter-killer groups.

During January, the Oceanographic Office conducted seven airborne radiation thermometer flights to survey the Gulf Stream in detail from the area of Cape Hatteras, N. C., to a distance of more than 600 miles eastward of the New Jersey coast. One flight provided data which showed the exact location of the warm Gulf Stream water as it moved northeastward between two

bodies of relatively cold water east of Cape Hatteras.

Many other data-collecting and surveying methods are being used to support ASWEPS. Since 1960, for instance, the oceanographic office has been using daily merchant ship reports of sea surface temperatures to chart the location of cold and warm waters in the western North Atlantic. ASWEPS data are also being furnished by many commercial "ships of opportunity" equipped with bathythermograph equipment furnished by the Oceanographic Office.





When Noah released the dove he was, in a way, gathering intelligence.

*Naval Intelligence is a subject that the average Navyman knows very little about, and it is also one that he finds most interesting. ALL HANDS readers are fortunate, therefore, to have an opportunity to get a firsthand report which combines a brief historical sketch of naval intelligence down through the years with a rundown on how it functions in today's Navy. This account, specially written for ALL HANDS, is the work of an expert who has spent many years in this field, Captain W. H. Packard, USN (Ret).*

**E**VER SINCE NOAH sent the dove out to reconnoiter the situation and look for land, seafaring men have been

# A Briefing

involved in, and have had a need for, Intelligence.

And, like Noah, they have not thought of themselves as conducting intelligence operations when they sought to acquire knowledge needed for safe and profitable voyages between various ports.

The Phoenicians were among the first extensive intelligence collectors. Back about 1100 BC, they acquired their strength and wealth from their knowledge and use of the sea.

Through their reconnaissance of the Mediterranean, the Red Sea, the Atlantic coasts of Southern Europe, the British Isles, and most of the east and west coasts of Africa, they became the best informed people, up to that time, on the geography of the world.

As they explored and operated in this relatively vast area in their shallow draft ships, they gathered information on natural harbors, prevailing winds and weather, the availability of fresh water, food, natural resources and local products.

**E**VEN MORE IMPORTANT, they gathered knowledge from the people of these areas, which they carried not only back to their homeland, but also to many other areas where they traded. E. B. Potter in his book, *Sea Power*, noted that the early seafarers "brought home in their

The Phoenicians were among the first to acquire strength and wealth through their knowledge of the sea.





# on Naval Intelligence

heads an invisible cargo of ideas and information, a form of wealth oftentimes more precious than the trade goods they carried in their ships' holds."

Here again, this was not looked upon as intelligence, but rather the process of using one's normal senses to acquire information and to become educated in subjects pertinent to one's livelihood.

Similar to good intelligence practices of today, the Phoenicians kept the information secret on the trade routes used by their wealth-laden ships in order to help protect them against piracy. They also apparently kept to themselves their accumulated knowledge of the rudiments of celestial navigation, to prevent others from using that knowledge, which was so important to their monopoly in the trading business.

Their security must have been exceptionally good, because it was not until 2000 years later that the Portuguese learned what the Phoenicians had known—that Africa could be circumnavigated. Perhaps this intelligence was picked up during the Crusades and the Portuguese were the first to check it out.

The age of exploration was another era of extensive intelligence-gathering efforts by seafaring men.

Initially their reconnaissance brought back valuable

negative information, debunking the fabled existence of sea monsters, ocean currents of boiling water, and giant whirlpools that allegedly could take control of and sink their ships.

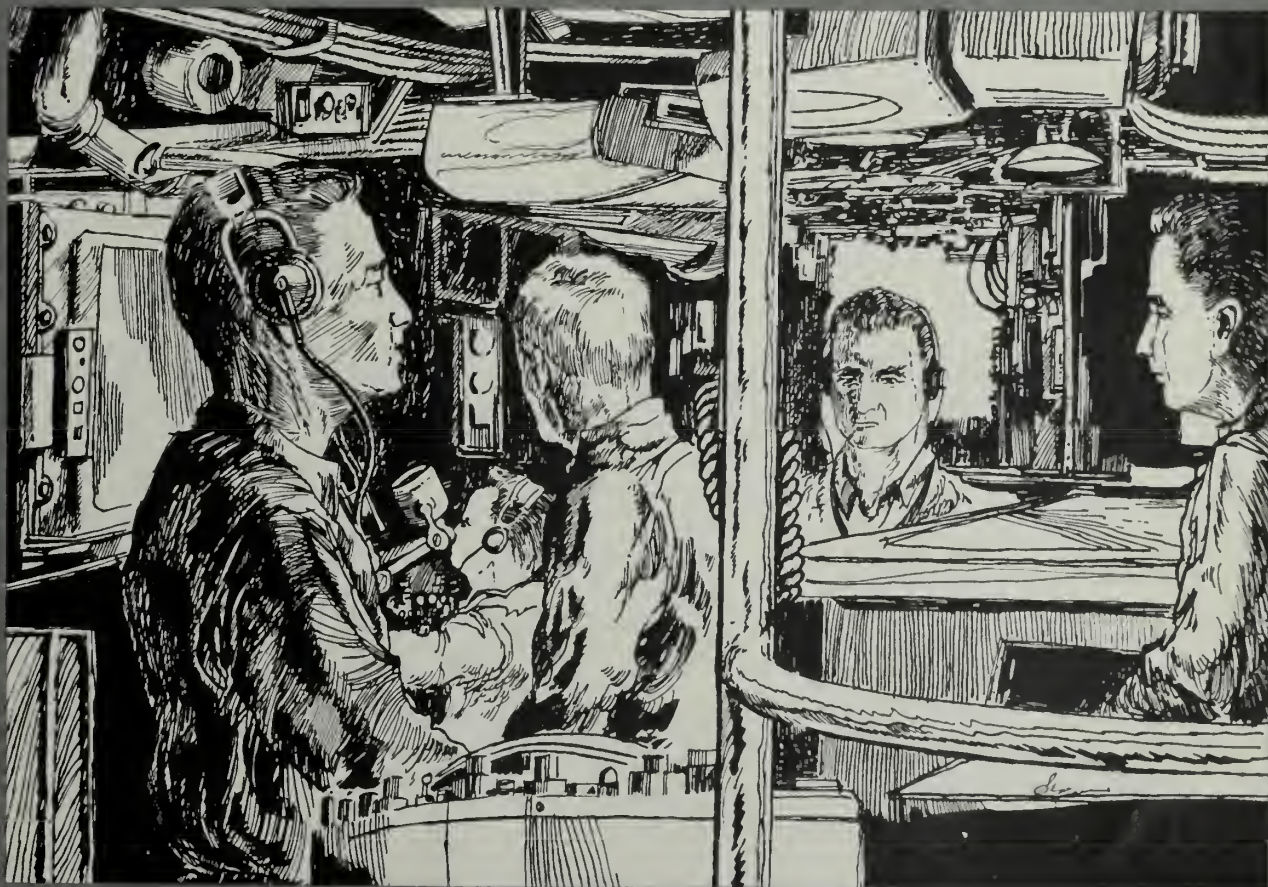
On the positive side, each voyage brought back new information on the lands that were discovered, their geographic location, configuration, vegetation, climate, inhabitants and, sometimes, evidence of their wealth.

The information thus collected and reported served as the basis for various national claims to the newly discovered lands. And sometimes the reports were intentionally misleading, either to cover up a lack of success in exploration, or to achieve greater security from competition in future exploitation of discoveries.

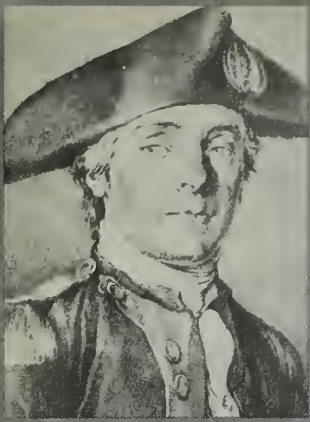
**S**O, INTELLIGENCE is not new for those who live on the sea, and that includes those in the U. S. Navy. However, like Noah and the Phoenicians and the early European explorers, the Navy in the early years of its history did not categorize any of its activities as intelligence. But, the naval actions and activities of those days were nonetheless influenced by information obtained (or missed) about the enemy.

In reviewing examples of early intelligence efforts

The CIC aboard today's Navy ships illustrates the complicated gear now used to collect information.







These early Navy leaders made good use of Naval intelligence.  
Captain John Paul Jones      Commodore David Porter

and usage in the Navy, one can see how intelligence requirements and techniques changed as the country grew in international and technical stature.

In the American Revolution, individual ships sailing in foreign waters fulfilled their intelligence needs by calls at neutral or friendly ports or by hailing passing ships. Thus Wickes, Conyngham and Jones obtained at French ports reasonably up-to-date information on British port activities and on shipping in the waters adjacent to the British Isles.

Conyngham learned enough about British capabilities and procedures to be able, on two occasions, to disguise his identity and use British ports for replenishment. This permitted him to save transit time away from his operating area, and also simplified gathering the intelligence he needed in his operations against British shipping.

Intelligence support for naval action in foreign waters in the war with Tripoli and the War of 1812 was similarly obtained.

**T**HE CRUISE in the southeast Pacific in the latter conflict, by *USS Essex*, a 32-gun frigate under the command of Captain David Porter, is a fine example of operational use of intelligence.

Porter's first stop after rounding the Horn was at Valparaiso on 13 Mar 1813. There he picked up infor-

mation from an American whaler that there were many British whalers operating near the Galapagos Islands. As *Essex* proceeded toward the Galapagos, she captured a Peruvian privateer which had been preying on American whalers.

From the skipper of the privateer, Porter obtained a list and description of all the British whalers reportedly operating in those waters.

By the end of September 1813, he had captured almost all the English merchant ships in the area. Some of the prizes he converted to supply ships, some he used to carry prisoners and others, to escort prizes back to the South American coast. One of them, of 20 light guns, he renamed *Essex Junior*, and he used her as an escort and picket ship. *Essex Junior*, in one of her visits to Valparaiso, learned that the 36-gun British frigate, *Phoebe*, and two sloops were coming around the Horn. Upon receipt of this intelligence, Captain Porter, who was anxious to climax his Pacific cruise with the capture of an English man-of-war of near equal strength, set sail for the Marquesas Islands, to refit his ship and put her in top material condition preliminary to serious combat.

On 12 December the overhaul of *Essex* was completed and, accompanied by *Essex Junior*, Porter headed for Valparaiso. He arrived there on 3 Feb 1814, five days ahead of *Phoebe* and her accompanying sloops. (The story of Porter's operations in the Pacific is told, in part, in the ALL HANDS Special Supplement of August 1955.) Finally, in a battle on 28 Mar 1814, *Essex*, which had been disabled in a storm, was captured by the British, but Porter went on to gain fame for himself and the American Navy.

Throughout his operations in the Pacific, Captain Porter had made effective use of intelligence information to inflict serious damage on British commerce in that area. He received the information about the superior *Phoebe* force as a challenge, rather than a timely warning, and he fought a courageous battle, as was his custom—demonstrated later in his cleaning up of piracy in the West Indies.

**O**VER THE YEARS, orientation operations by ships of the Fleet to various ports have given evidence of friendly intentions and support to the countries visited, and they have also helped Navy personnel to understand better the people and conditions in those countries.

In World War I joint intelligence operations helped protect convoys. Rt: WWII revived Navy's emphasis on intelligence.





Matthew Perry's visit to Japan in 1853 is an example of a get-acquainted operation performed by the Navy. It was not then considered an intelligence collection operation, nor would it now be so considered. However, Perry did conduct extensive research to learn as much as he could about Japan before he arrived there.

Working through London and New York book collectors, he gathered all the authoritative literature then existing on Japan's history, customs and traditions. He also purchased, from Holland, charts of Japanese waters. He studied this material exhaustively and, as a consequence, was well prepared to conduct himself in a manner that would assure him success in his negotiations with the Japanese.

UNTIL AFTER the U. S. Civil War, the Navy's intelligence efforts and requirements were essentially those within the capacity of a ship's commanding officer to conduct and use. Then technical developments, stimulated not only by the Civil War in the United States but also by the Crimean War and the Franco-Prussian War in Europe, resulted in improved metals and powder which, in turn, led to the progressive development of larger caliber, built-up, rifled ordnance firing elongated missiles.

The German development of the sliding wedge breech block made muzzle-loading obsolete and permitted fixed gun mounts and more accurate aiming. Armor progressed from wood to iron to steel.

Recognizing the need for keeping in touch with such progress in foreign navies, the Secretary of the Navy, on 23 Mar 1882, signed General Order 292, establishing the "Office of Intelligence" in the Bureau of Navigation "to collect and record such naval information as may be useful to the Department in wartime as well as in peace."

The Navy Department Library was combined with the Office of Intelligence. Naval Attache posts were set up in London in 1882, in Paris in 1885 and in Rome in 1888. The attache in Paris was also accredited to Berlin and St. Petersburg (later Petrograd, then Lenin-grad) and the attache at Rome included Austria in his area of accreditation.

These naval attache posts were established to facilitate the exchange of information on the progress of naval science.

In February 1897, when war between Spain and the



The Spanish-American War was first test of the relatively new ONI.

United States appeared possible, the attache in Paris, Lieutenant William S. Sims, USN, was additionally accredited to Madrid to keep track of Spanish naval forces. After *uss Maine* was blown up in Havana Harbor on 15 Feb 1898, the naval attaches in Europe were assigned the responsibility of handling the Navy Department's negotiations for the purchase of ships and munitions.

THE SPANISH-AMERICAN War was the first test of the relatively new Office of Naval Intelligence (ONI), and it effectively served the Naval War Board, providing it with the essential information it needed to give the Secretary of the Navy policy and strategic guidance in the conduct of the war.

Most of this information had been gathered before the outbreak of the war, making the wartime effort mainly the presentation of what was wanted when it was wanted.

The big operational question early in the war was "Where is Admiral Cervera and his squadron, and will he attack the East Coast of the United States or proceed directly to Cuba?" Three ships were sent to scout the waters of Puerto Rico, Martinique and Guadeloupe, and one of these, *uss Harvard*, learned that one of Cervera's ships had briefly called at Martinique.

This piece of intelligence, confirming that the Span-

In times of conflict naval intelligence becomes increasingly important. Left to right: Action off Korea and return from Vietnam raid.







Development of airplane and submarine for military purposes changed intelligence requirements and added new ways to collect data.

ish were not heading for the East Coast, led to the moving of Commodore Schley and his squadron from Newport News, Va., to Key West, and then to Cuban waters where he joined forces with Rear Admiral W. T. Sampson, USN.

The outcome of the war between Spain and the United States, more than the war itself, had a strong influence on the intelligence needs of the Navy. By the Treaty of Paris the United States acquired Puerto Rico, Guam and the Philippine Islands and guaranteed Cuban independence.

The war and its aftermath ushered the U. S. into the status of a world naval power, thus broadening its international interests and responsibilities manifold, particularly in the western Pacific. The Russo-Japanese War, which was concluded by a peace treaty signed in 1905 in the Navy Yard at Portsmouth, N. H., and the round-the-world cruise of the U. S. Fleet in 1907 continued this trend.

**T**HE DEVELOPMENT of radio communications had a tremendous influence on the timeliness of intelligence reporting and of intelligence support to operating forces when at sea.

The development of the submarine and the airplane for military purposes not only changed the Navy's intelligence requirements, but also introduced new techniques of collecting information.

In the period before World War I, the United States started falling behind the European powers in technical development and ship design. The German development of the diesel engine and its subsequent adaptation to submarine propulsion by both Germany and England in the years 1907 to 1912 found the United States sitting in the grandstand watching, and not participating in, this naval construction race.

During the period between the start of the war in 1914 and the U. S. entry into it, the stimulant for improvements, military technical developments and counterdevelopments in Europe gave intelligence observers a full-time job. Furthermore, as it became more and more obvious that the U. S. would become involved, it became more and more important to keep constantly informed on the status of all world naval forces.

By the time the U. S. entered World War I, most of the naval operational intelligence requirements were

being fulfilled by the British Navy in a highly satisfactory manner—and this support became available to the U. S. Navy not only for its ships joining British forces in the eastern Atlantic, but also for those ships and commands responsible for U. S. convoy protection.

**U.** S. NAVAL INTELLIGENCE kept the Navy Department and the U. S. operational commanders informed on the intelligence obtained from the British pertinent to U. S. naval operations, particularly for support of convoy operations.

Convoys were controlled from various centers, one of the most important of which was at Brest, France, under the command of Vice Admiral Henry B. Wilson, USN. A joint operations/intelligence plot was maintained there.

Every eastbound convoy crossing the Atlantic was shown on a huge chart along with the information on every submarine reported. The latter were represented by danger circles of varying sizes, depending on how long it had been since the submarine had been sighted. By radioing course changes to escorts of convoys, the danger circles of recently reported submarines were avoided.

The success of this and other operational/intelligence team efforts at the various convoy control centers is attested by the fact that not a single troopship was torpedoed en route from the United States to the war zone in Europe.

**T**HE NEED FOR an investigative and counterintelligence service within the Navy was recognized before the U. S. became an active participant in World War I. The duties envisioned for such a service included:

- Investigations of possible acts of sabotage aboard naval ships, in Navy yards, and in plants having naval contracts.

- Investigation of suspicious characters, stowaways, impostors, enemy sympathizers and troublemakers aboard ships and in Navy yards.

- Inspection of merchant ships, their crews and passengers for security purposes (in collaboration with Immigration, Customs and Justice).

Upon the U. S. entering World War I, the Office of Naval Intelligence, to carry out the above duties, estab-





Navy pilots check charts and information prior to raid over Vietnam. Rt: Pilots head for their planes ready to go.

lished an "Aide for Information" at each of the 15 naval districts, plus nine branch offices at the major ports of entry in the U. S.

**T**HIS WAS THE START of the present District Intelligence Office system. The correctness of establishing this counterintelligence service as part of Naval Intelligence was repeatedly demonstrated, as the information which the districts collected incident to their security work supplemented the work of the attaches, and the information collected by the attaches helped the districts in their counterintelligence work, particularly in their checking of suspicious travelers in merchant ships.

So, upon taking on the counterintelligence responsibilities in the Navy, Naval Intelligence acquired the broad functions which have guided its activities from that time up to the present. Very generally and simply, these functions can be stated as follows:

In the field of *positive intelligence*:

- Collect information through Navy resources and through liaison with other intelligence agencies.
- Produce intelligence studies and estimates to fulfill the requirements of Navy users of intelligence and produce naval intelligence studies and estimates to meet the needs of other intelligence agencies.
- Disseminate the products of naval collection and production to those having a need for same.

In the field of *counterintelligence*:

- Provide investigative service, as required, to protect the Navy against acts of espionage, sabotage and subversion.
- Provide the Navy with guidance for reducing its vulnerability to espionage, sabotage and subversion.
- Coordinate with other United States government investigative agencies in matters of mutual concern.

**T**HE EXTENT to which the above functions have been carried out has varied according to the Navy's understanding of its intelligence requirements, which in turn have fluctuated to the degree to which the United States has been involved in international affairs.

Thus, during the period between World Wars I and II, the Navy's intelligence activities both in the positive and counterintelligence areas were reduced almost to insignificance, and the Navy's understanding of intelligence was similarly reduced.

The early phases of World War II revived the Navy's interest the hard way—by grimly contrasting the costs of battles in which intelligence was properly and improperly used.

In terms of today's requirements, these functions should be of interest to all in the Navy because of the support that Naval Intelligence can give to almost everything else the Navy does and also because each person in the Navy can contribute to, and participate in, this intelligence effort.

It is beyond the scope of this report to itemize all the areas of mutual concern to the Navy's intelligence service and to the Navy's personnel and leadership; however, it has been suggested that everyone in a position of leadership should strive to review the intelligence that is available to him, determine its deficiencies as it relates to his job and then make every effort to correct those deficiencies by requests to ONI via the chain of command.

Additionally, each person, as a result of his training and experiences, has unique qualities as an observer. His observations, if he will report them, can help educate those who follow, and perhaps save them from errors caused by changes or by gaps in intelligence. Only by repeated observations can one determine what is a normal situation and in turn be alert to identify what's new and how it has been changed.

**T**HE ADVENT of the Defense Intelligence Agency (DIA) has reduced the requirement for the Navy to produce reference type intelligence.

The Navy takes the broad-based products of the DIA and selects information from them as basic ingredients in the production of intelligence studies and estimates which more nearly meet the specific requirements of the Navy. The Office of Naval Intelligence serves as "the cook" in this effort to satisfy the tastes and specific intelligence requirements of the Secretary of the Navy, the Chief of Naval Operations, the technical bureaus of the Navy, and the staffs assigned to them. The intelligence elements of major staffs perform similar services for their commands.

In the counterintelligence field, ONI is constantly striving to protect the Navy's information, material and personnel against espionage, sabotage and subversion.

Consequently, whenever a command has a problem concerning: (1) The apparent compromise of classified information; (2) damage to or loss of government property; or (3) unknown disturbing influences on discipline and morale, it correctly calls for assistance from ONI. But not until a command requests such help does ONI enter the case and, after it enters, it will normally pull out if initial investigation indicates that there is no counterintelligence (i.e., espionage, sabotage, subversive) aspect and that the problem can be resolved administratively by the command.

While ONI's investigative effort is concerned with the identification and apprehension of persons in the Navy and on Navy property involved in unlawful activities, it is equally concerned with protecting Navy personnel against false accusations, entrapment and influences inimical to their better judgment.

ONI HAS HAD MANY cases in which Navymen or their dependents have innocently become involved in unlawful acts of a criminal nature simply because they didn't want to say no to a request for a favor. Then, when they found out the illegal connotation of their kind deed, they were afraid to renege or preferred to try to get away with it.

This is another area where everyone in the Navy is in a position to help himself and the Navy. Usually the initial approach leading up to one of these situations is made at a foreign port. A shopkeeper from whom several purchases have been made invites you and some of your shipmates to a restaurant for dinner or a drink, the night before your ship sails for the U. S. or a port in some other country. Before the evening is over, he asks you to carry a package for him to a friend at your next port of call.

Of course, you won't know what's in the package, but when you are caught bringing it ashore, you find it

contains narcotics or stolen jewelry or other valuables which your "friend" hoped to have you unwittingly smuggle through Customs for him.

There are many variations of this game. Not the least possible is intentional entrapment where, shortly after your friend passes you the package, he has a colleague inform the police that you stole whatever is in it and, of course, he can identify the contents exactly.

This is usually a good way to initiate an anti-U. S. scene down near the docks, and the anti-U. S. press will be tipped off and have photographers present.

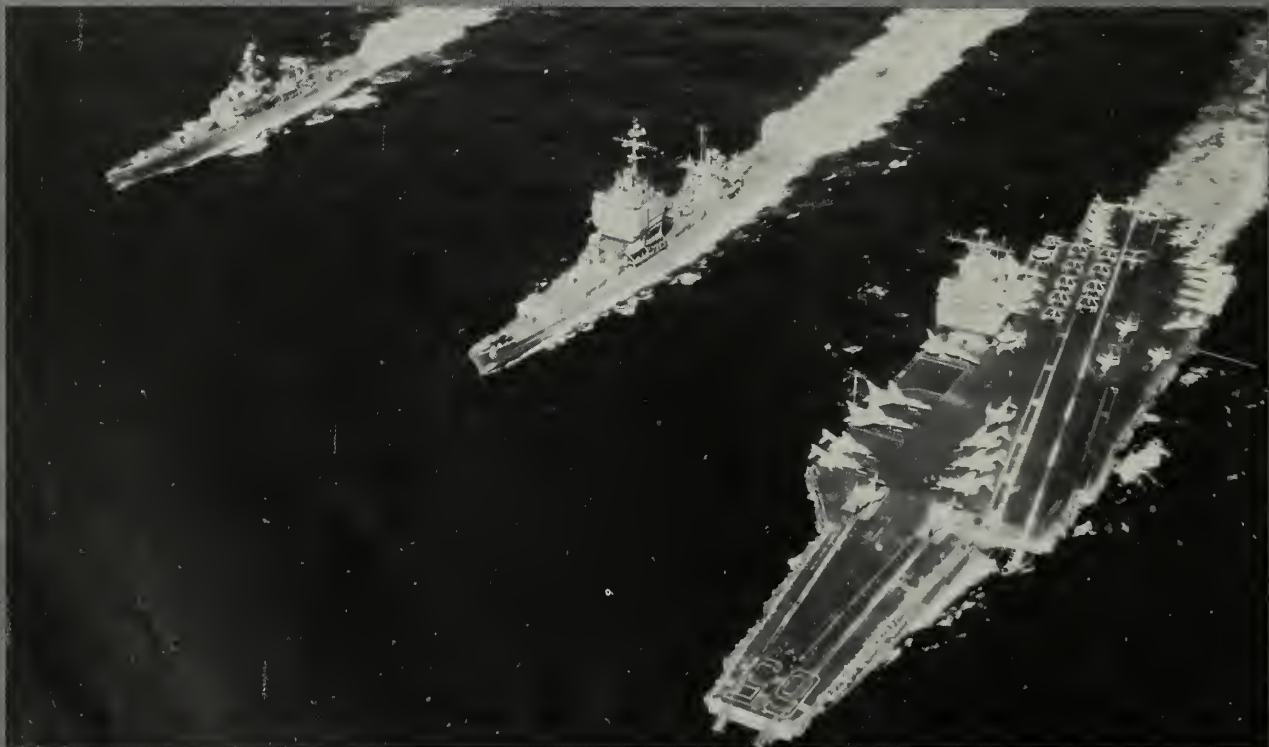
The only semi-sure defense against this trickery is to have an uncompromising rule that you will not carry anything through Customs anywhere for anyone else, not even for your grandmother. If, in spite of this rule, you do get yourself tricked or coerced into such a situation, let your commanding officer know as soon as possible, and ask him to notify the nearest representative of Naval Intelligence. He is part of the Navy too, is proud of it, and he wants to stay that way.

In summary, the Navy and the intelligence which supports it are interdependent one upon the other. Every job in the Navy can be done better with intelligence support; some jobs can't be done effectively without it; and intelligence support to the Navy will not be fully satisfactory until it becomes an all hands effort.

For those who find themselves in a full-time intelligence billet, trying to supply the Navy with the intelligence it needs, it is a serious, thankless job; for those who have had the benefit of experience in intelligence work, the seriousness of all other Navy effort is better understood; and they have, therefore, a more mature understanding of their professional duties and are of greater value to the Navy because of it.

— W. H. Packard, CAPT, USN (Ret.)

NAVAL intelligence plays an increasingly important part in the nuclear age. Shown here are (l to r) USS Bainbridge, USS Long Beach and USS Enterprise, all of the nuclear Fleet.





# BOOKS

## THE SEA AND THE AIR LEAD IN THIS MONTH'S SELECTION

**T**HE SEA and the wild blue yonder dominate this month's selections. The subject matter of all is rich and exciting.

Three — **World Without Sun**, by Jacques-Yves Costeau; **Something Rich and Strange**, by Robert E. Schroeder; and **Men Under Water**, by James Dugan and Richard Vahan — are concerned with underwater exploration and research.

*World Without Sun* is precisely that. It is Costeau's account of five men who lived on the bottom of the Red Sea for a month. The basic purpose was to take the first step toward mining the sea's riches by a group of men stationed semi-permanently under water. After the two years of preparation, the actual submersion was a more-or-less 30-day vacation with wine, a cook and taped Mozart. But they managed to keep more than busy. Magnificent photographs.

The heart of *Something Rich and Strange* is scuba diving at night off coral reefs in the Virgin Islands. Schroeder discovered that, just as in our own world, there are some pretty strange goings-on in the night life under the sea's surface. Sharks, turtles and reef fish seem to acquire new personalities when that evening sun goes down. However, these are only secondary characters. Dr. Schroeder is primarily concerned with the life histories of the exceedingly complex — and interesting — ocean parasites. You'd be surprised.

*Men Under Water* is a collection of articles, about underwater research and exploration, which covers an amazingly wide range. They tell of an early skin diver named Benjamin Franklin who invented foot fins, charted the Gulf Stream and dived in the Sargasso Sea. A young Australian spear fisherman describes menacing encounters with sea snakes. Several stories tell of salvaging ancient and modern wrecks. Record dives, underwater photography, the philosophy of diving, sea mythology and wartime frogmen are touched on. A brisk introduction to the mysteries of inner space.

**Wings of Gold** by Roger A. Caras and **Fighter Aces** by COL Raymond F. Toliver fit together very nicely. *Wings*, of course, tells of the development of naval aviation in the United States. Because Caras sees men and not machines as the major factor in

our naval air arm, he makes this first a story of the men and then of their planes and equipment. He traces the trends of thought, the development of new equipment and tactics, the epochal flights and the major advances. Excellent for the student of air history but also a good story of men and planes.

Although the subject matter of *Aces* is somewhat gee-whizz, the present treatment is not. When possible, COL Toliver prefers to let his heroes tell their own stories in their own way and words. This makes for somewhat uneven writing but it does give a feeling of authenticity. The emphasis is on the men who created the history of air combat, their personalities and their development of dogfight and formation-flying techniques. The photographs, many of which have never before been published, include pictures of the men, their planes, and gun-camera films of aerial combat.

**Wind and Salt Spray**, by John T. Rowland, will help you get away from it all. Just to give you an idea, when he was a schoolboy, Rowland piloted (from memory) an old blue-nose schooner on Long Island Sound from Greenwich to New London through a night of wind and snow because there was no chart aboard. Ever since, his life has centered about ships, large and small, sail and steam, and the seas they sail on. During World War I, he was on convoy duty in a four-stacker out of Queenstown during the grim winter of 1917-18. During World War II, he commanded a group of converted yachts on sub patrol out of Portland, Maine. It is most pleasant to hear about a fellow who has been able to do just what he wanted all his life.

**Gunboats Down the Mississippi** by John D. Milligan may be further back in time but it's just as much of a cliffhanger as our present crises.

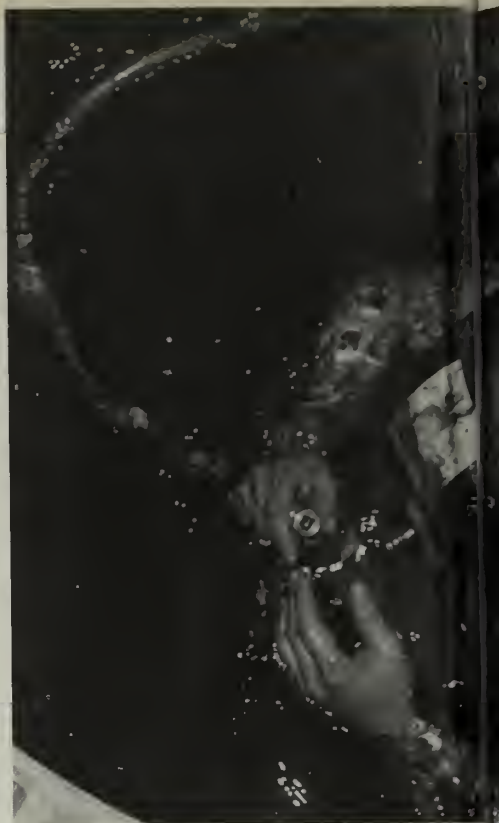
Milligan supports the suggestion that Vicksburg, not Gettysburg, was the crisis of the Confederacy during the Civil War and he has an entire fleet of gunboats to back his thesis. Beginning in May 1861, when General George B. McClellan requested three gunboats for the support of Federal troops occupying Cairo, Ill., until the capitulation of Vicksburg on 4 Jul 1863, this fleet, ultimately consisting of ironclads, tinclads, woodclads and rams, participated in the battles on the Western rivers.

What are we doing in Vietnam? What's it like to be a member of the armed forces team in action in this part of the world? These queries are answered (in part) in **An Outpost of Freedom** by Captain Roger Donlon, USA, Special Forces. Captain Donlon is the first man to be awarded the Medal of Honor for action in Vietnam. It was he who, in July 1964 at Nam Dong, ignored his own serious wounds, defied unbelievable odds and led his 11 men in defending their position against a full-scale, surprise, night-time assault by a whole battalion of Viet Cong soldiers. He has earned his right to speak, and he speaks well.

Even this month's fiction has plenty of character. **Thomas**, by Shelley Mydans, is a brilliant novel concerning the life, conflicts and death of Thomas a Becket. The author reminds us that churchmen in the times of, say, Henry II, were not the same as those of today. Many were primarily administrators and warriors, as was Becket. When he came into political conflict with Henry he lost his life but, in doing so, won his battle.

**The Comedians** by Graham Greene is more standard fare. It's a more-or-less straight adventure story laid in Haiti. Three from the outside world, each burdened with his own affairs and problems of conscience meet on the island and, for their own reasons, attempt a political coup. There's intrigue and death and, of course, a love affair involved.





## Follow the Leader—With a

**T**EN MEN in gray hoods followed their masked leader out of the elevator, through a narrow passageway and into a small chamber.

Another leader, also wearing a mask, slammed the 300-pound chamber door, then opened a dual-controlled valve.

Water rushed into the chamber until it covered the door leading from the room. Now the men—each equipped with a hooded jacket—stood patiently in the chest-high water as the masked men opened the door to the main tank. The pressure in the lock had become equal to the pressure in the tank and the door opened with a slight push of the foot.

You are witnessing, not a science-fiction movie thriller, but a training evolution in the U. S. Navy. This is the 118-foot-high column of water in the escape training tank at the New London Submarine Base.

The masked instructor quickly inflated the students' life jackets and signaled for the first student to go.

The young man took a deep breath, crouched, stepped out of the chamber and shouted "ho, ho, ho,"

as he shot upward through 50 feet of water at 375 feet a minute.

Two scuba divers followed the student to the surface and helped him out of the water. With a quick kick, they submerged and returned to "ride" another student up.

The all-volunteer staff of divers at the tank is primarily responsible for teaching Submarine School students the procedures to be used if they are ever forced to escape from a submerged submarine. (Veteran submariners must requalify at the New London tank or a similar tank in Hawaii every 30 months.)

**W**HEN MAKING an ascent, students are told to shout "ho, ho, ho," or pretend they are blowing out 200 birthday candles. Such action forces them to exhale during an ascent. And exhale they must, or they will suffer severe lung damage. The volume of air in a man's lungs expands some two and a half times during an ascent from 50 feet, and he has to exhale vigorously to get rid of the air before surfacing.

Two basic methods of escaping from a submarine are taught at the

tank. The buoyant ascent method calls for a man to don a life jacket, take a deep breath and head for the surface. The man must exhale continuously as he rises, and there is no possible way for him to breathe.

(The record for a buoyant ascent, made from a submarine in 1958, is 302 feet.)

The life jacket used for an ascent is inflated under pressure and it, too, must emit air in order to keep from bursting when it reaches the surface. The extra air escapes from tiny vents.

In 1961, Lieutenant Harris E. Steinke added a hood to the standard life jacket and came up with a new escape method that allows men escaping from extreme depths to breathe as they rise to the surface. The jacket's air vents are located inside the hood and most of the escaping air remains in the hood during the ascent. This in no way equalizes pressure, however, and the escapee must continuously exhale while making an ascent with the Steinke hood.

Because their heads are covered by the hoods, students at the train-





# Ho-Ho-Ho

ing tank are told to shout "ho, ho, ho," as they rise. This tells the divers in the tank that the men are exhaling.

(The record for an open-sea buoyant free-breathing ascent using the Steinke hood is 309 feet.)

**S**TUDENTS at the tank get a number of lectures, watch how-to-do-it movies, and make a number of dry runs before they make their ascents (each man must make two). Numerous precautions are also taken in the water. If the tank's divers are dissatisfied with a student's ascent, they are free to stop the ascent and take the student into one of the locks. The student is then transferred to the surface in a roving bell.

A doctor qualified in submarine medicine is at the tank during training periods. And the tank is equipped with four recompression chambers, which permit immediate treatment of bends or air embolism (air bubble in the blood stream).

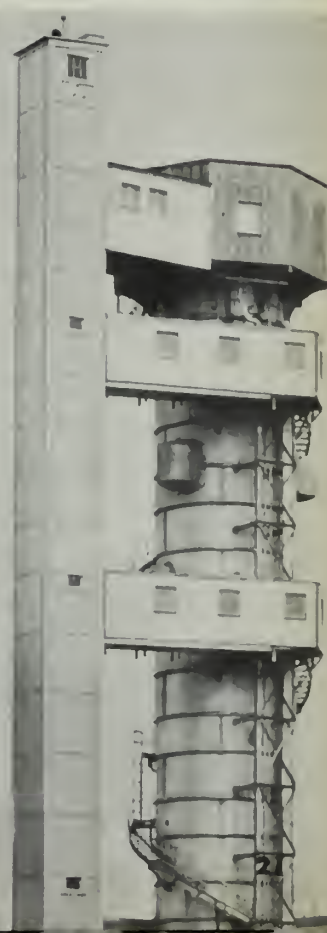
The officer in charge of the training tank, Lieutenant Gordon J. Barclay, or one of the senior divers supervises each ascent from a special

platform. The man on the platform can view all of the action in the tank through a special floating glass and he can give orders by microphone.

The tank's compartments or locks are duplicates of those found in submarines. Located at depths of 18, 50, 100 and 110 feet (from the top), they permit training to be carried out under conditions which are identical to those at similar depths in the open sea. The tank is 138 feet high and 18 feet in diameter. It holds 208,000 gallons of water steam-heated to 92 degrees. The water is kept at a high temperature for the benefit of the divers, many of whom are in the water over seven hours a day.

The escape training tank recently reopened following a major overhaul. There wasn't much of a ceremony at the time—just a bunch of guys in swimming suits checking out everything for the hundreds of men who pass through their tank each week. It's been a number of years since anyone died at the tank and the instructors want to keep it that way.

—Patrick R. Cullen, J02, USN



# Swimming Pool for Missiles

**B**UILDINGS which perform an unusual function are hardly news at the Naval Ordnance Laboratory at White Oak, Md. There is, however, a building rising from the bedrock bottom of an excavation on the Laboratory's grounds which promises to be more unusual than most—it is, in fact, such a departure from the normal that it might well be the only structure of its kind in the world.

When it is completed within the next six months, the building will house an enormous hydroballistics facility which will enable the Navy to test large scale models of its underwater missiles with a thoroughness heretofore impossible. The need for the building became apparent about 10 years ago as the requirements for antisubmarine warfare weapons increased as submarines traveled faster and deeper than ever before.

As any Navyman who specializes in antisubmarine warfare knows, an

ASW weapon, to be effective against modern submarines, must also travel fast and deep—faster and deeper than the sub it is designed to kill. The Navy's most recent answer to this challenge was *Subroc* which was developed at NOL.

During its work on *Subroc*, the Lab ran into several problems. *Subroc* is, of course, launched underwater, flies through the air and re-enters the water on a trajectory leading to its target.

When such a missile hits the water at an oblique angle, there is a side thrust which could cause it to ricochet and bounce out of the water—an action similar to skipping a stone over the water's surface.

**T**HE MEN AT NOL learned to overcome their weapon's shortcomings the hard way. They had to build full-scale models, assemble enough people in boats to accurately observe its exit and re-entry into the sea and fire away until satisfactory

answers to their problems were found.

Needless to say, this procedure was slow and expensive. Furthermore, the tests did not always accurately tell the NOL researchers what happened to the missile after it re-entered the sea and swam toward its target.

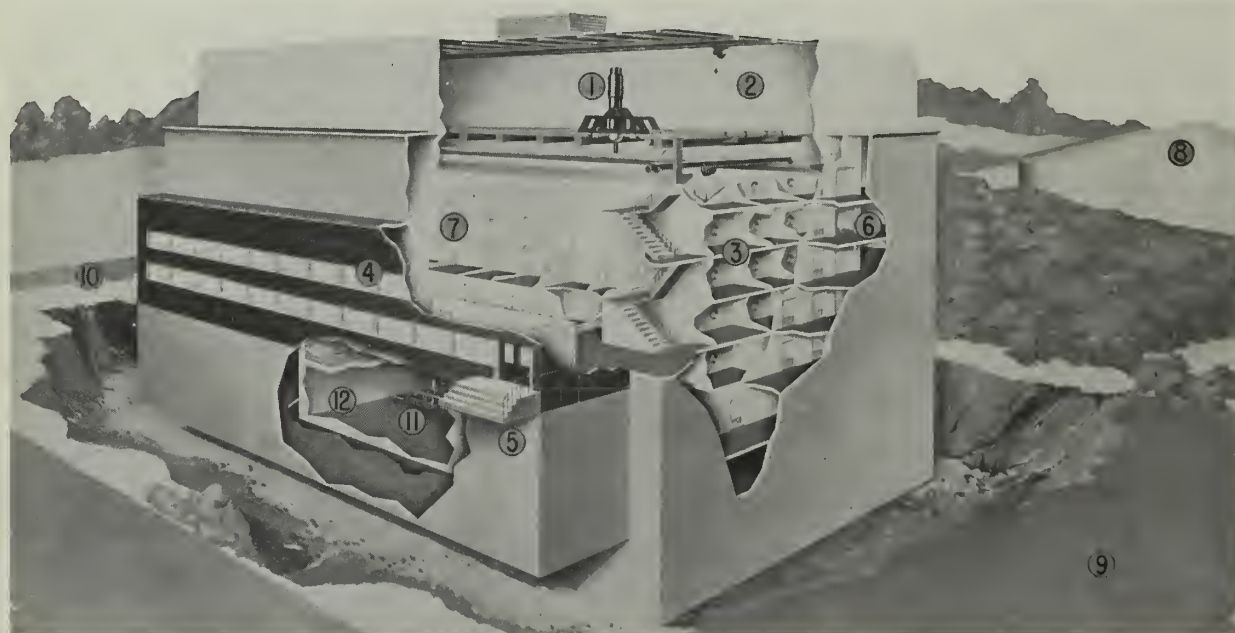
The initial development of *Subroc* is by now a closed book. There is little doubt, however, that it will be improved in the future and that new ASW weapons will be developed. What the men at NOL needed was a place where data on high-speed water entry could be accurately and economically obtained.

This called for a testing tank into which models as small as three inches in diameter could be fired at velocities of 3000 feet per second under controlled atmospheric pressure.

So that the missiles could be easily seen in the tank, the water had to be unusually clear and the

**PREVIEW—Model shows NOL's hydroballistic missile test facility and its water storage tank in the background.**

- (1) Water entry launcher, (2) Upper launcher gallery, (3) Photo observation cubicle, (4) Laboratory spaces, (5) Main entrance, (6) Personnel elevator, (7) Test tank, (8) Water storage tank, (9) Parking lot, (10) Loading area, (11) Water exit launcher, (12) Mechanical and electrical service department of the facility.





tank had to have facilities for studying underwater trajectories.

**T**HIS WAS NOT an easy bill to meet but the test facility that is now filling the excavation at NOL should meet all the research needs of the present as well as those of the next several decades. It will have nine floors, four of them below ground. The tank in which the underwater missiles will be tested is 100 feet long, 35 feet wide and 75 feet deep. It will contain about 20 million pounds of water. In addition, the air space above the water can be evacuated for the simulated full scale missile behavior.

It takes no imagination to know that the pressure of so much water against the walls of such a tank would be terrific. To withstand the strain, the top of the tank is a prestressed concrete slab 42 inches thick; the bottom, a slab 24 inches thick; and the walls are 14 inches thick supported by reinforced concrete vertical ribs outside the tank.

The important thing, of course, is to see what goes on inside the tank when a missile model is fired into the water. NOL researchers will be able to observe the action of the missile through visual and photo-observation ports in all the walls from top to bottom. The glass ports are 16 inches in diameter and one and one-fourth inches thick.

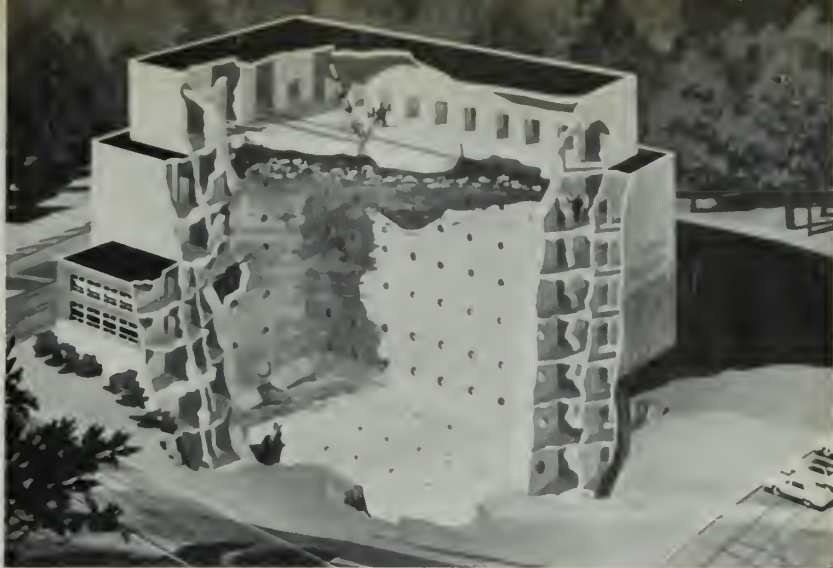
It might be said that the water is the life-blood of the entire project. Filling the tank will most likely be a one-time affair for the water will probably not be released from the test facility or its storage tank during the lifetime of the facility. Evaporation will be negligible.

The water which initially enters the tank will be filtered and re-filtered until all one million, 750 thousand gallons will be as clear as mountain air. Clearer, perhaps.

**T**HIS CLARITY will not be easy to achieve, for the tap water which you drink is dirty and murky compared to the purity that must be maintained in the tank.

To maintain the water's clarity, the entire tank is lined with stainless steel and all the tank's accessories, including the six-ton overhead crane are also of stainless steel and other non-corrosive materials.

When water is drained from the tank, either to empty it or to change



**TANKS A LOT**—Cutaway shows facility's tank that will test undersea missiles.

the water level, it will pass through a stainless steel pipe 36 inches in diameter to the storage tank which is similar to those used for storing petroleum products near refineries. The interior of this tank is coated with plastic to prevent corrosion.

Maintaining the water's clarity during a model launching also proved to be a problem for NOL engineers for gun blast and powder would almost certainly, under ordinary circumstances, foul the water, perhaps nullifying the entire purpose of the giant tank.

**T**O OVERCOME this problem, a special gun using a conventional brass cartridge case was designed. The model fired from the gun is held in the chamber in a high-strength metal sabot which is propelled through the gun until it enters a narrower aluminum section where it is stopped. The sabot, however, releases the missile which continues out the muzzle and on its way. The

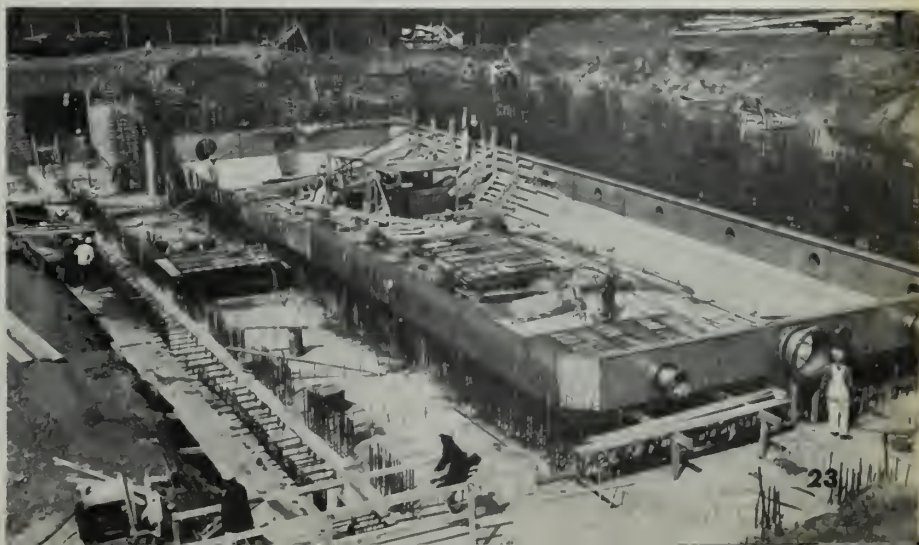
sabot seals the barrel entrance of the gun thereby preventing foreign gas and material from entering the water.

Pictures will be taken of the model when it is fired into the tank. Cameras controlled automatically in sequence and time will snap as the missile passes, because its passage is calculated by computers which snap flash tubes and trip shutters at exactly the right moment.

Not only will the missile fired into the tank be observed by men and cameras but will itself send information on such items as pressures and accelerations by its own telemetry system which is built within to withstand pressures greater than 100,000 times the force of gravity.

When the hydroballistics facility is completed at the Naval Ordnance Laboratory, it will, for the first time, give the Navy and NOL a method of obtaining all the hydrodynamic facts quickly on the new antisubmarine weapons which will serve the Navy of the future. —Robert Neil

**GROUNDWORK**—Photo during construction shows tubes that will fire missiles.





# Over There:

*The daily papers keep you up to date on the latest news from South-east Asia. Here is a series of reports on various Navy activities which round out the headlines. ALL HANDS will continue to report the background story that comes directly from ships and units on the scene.*

## **Shields Memorial**

The Seabee camp at Chu Lai, Vietnam, has been named Camp Shields in memory of a construction mechanic who died from wounds received in action against the Viet Cong.

Marvin G. Shields, CM3, USN, and other members of his unit—Seabee Team 1104—were defending the special forces camp at Dong Xoai in June last year, against an attack by the Viet Cong.

While assisting a wounded Army officer to safety, Shields himself was wounded. Despite this, he continued fighting.

At dawn, after an all-night siege, Shields volunteered to help destroy an enemy machine gun emplacement. He became an apprentice server on the 3.5-inch rocket launcher and performed the job well. He helped wipe out the position while under heavy enemy fire.

Returning to his previous position, Shields was struck by machine gun fire. Throughout the remainder of the morning, in spite of his serious

**PATROL PALS**—SP2H Neptune exchanges information with ocean minesweeper Leader (MSO 490) as they patrol coastal waters. Leader has returned to U.S.



**TWO WAY LANDING**—Helicopters of Seventh Fleet Amphibious Ready Group hit inland as teammates make landing.





# Reports from Vietnam

leg wound, he tried to keep up the spirits of the other wounded men. Shields died that afternoon shortly after being evacuated by helicopter.

## Lookout Aids Rescue

The Seventh Fleet carrier *uss Bon Homme Richard* (CVA 31) was steaming through the choppy South China Sea. Her returning aircraft glinted in the noonday sun as they touched down on the flight deck.

As operations continued, to recover aircraft completing bombing missions on the Vietnam front, an alert seaman named John Barnhill, on lookout duty high up on the ship's island, spotted what appeared to be a silver object hitting the water about five miles distant.

Barnhill passed the word to CIC. All *Bonnie Dick* aircraft were quickly accounted for. No distress call had been received. Nevertheless, the carrier's "angels" made a routine check of the reported impact area for wreckage. None was found.

Within minutes, however another lookout, Seaman Rodney Brown, reported sighting a parachute. As it drifted down, a plane from *Bonnie Dick* circled it to mark the location. A rescue helicopter arrived and picked up a downed pilot from the sea seconds after he hit.

Safe in the carrier's sick bay, he received a physical checkup. He was uninjured.

After thanks all around, the pilot was off to his own ship. The lookouts continued to scan the horizon.

## Amphibious Assault

Several ships move slowly and quietly toward shore. On board are elements of the Seventh Fleet Special Landing Force—combat Marines.

The day begins early for these men. They are preparing for a strike against the Viet Cong, near Phu Thu on the coast of South Vietnam.

*uss Monticello* (LSD 35) carries the troops which will hit the beach first. As dawn breaks, the Marines scramble down cargo nets on the side of the Navy ship and into waiting assault landing craft.

On the amphibious assault carrier *uss Valley Forge* (LPH 8) preparations and loading are in progress also. But one thing is different—these men are helo-borne troops preparing to

strike by air. They rush to their choppers and are swiftly airborne.

The Task Force Commander in *Valley Forge* passes the word to launch the helicopters as the surface craft proceed toward shore. The first wave hits the beach, and with supporting M-38 tanks, moves quickly northward toward the target area. Further inland the initial wave of helos is dropping down to unload the other arm of this assault force.

There is no opposition on the beach, but the heliborne squads are not so lucky. Enemy troops open fire with automatic weapons and carbines. The Marines react quickly. As they disembark from the helos they fan out and return the fire. The fighting intensifies, and the Marines call for Naval gunfire and close air support. The call is answered by the blast of 5-inch guns from the destroyers *uss Orleck* (DD 886) and *Harry E. Hubbard* (DD 748) and the roar of jet aircraft from the Seventh Fleet attack carriers *uss Kitty Hawk* (CVA 63) and *Bon Homme Richard* (CVA 31).

The battle continues throughout the day. Marine and Navy helos and fixed wing aircraft fly mission after mission, striking enemy targets and evacuating wounded and dead from the field. Then the noise of guns subsides. Night settles, and the Marines dig in. Only intermittent sniper fire is heard.

The Navy-Marine forces plan their action for the coming day.

—G. D. Whittaker, JO3, USN.

## Building Under Fire

"We would hear another shot, maybe the whine of a ricochet, and we'd all stop a second and look at each other. But there was nothing to do but grit our teeth, duck our heads and keep right on hammering."

Chief Builder Aaron D. Reeves describes a typical day's work on a project his 14-man Seabee crew was completing. Nearby, four Seabees were putting the finishing touches on the last of 18 wood frames (strongbacks) for tents at a forward Marine camp several miles outside Da Nang.

"All our strongbacks are built on stilts in this country," Reeves said. "And you can see why it's necessary."

He dug up an inch or so of finely powdered sand. The tiny excavation filled with water.

"Our camp sits on this sand," he said.

Sniper fire erupts from thickets not far from the Seabee job site. "We can't return the fire from here because of the danger of hitting innocent people," says Reeves. "There are several houses among the trees."

"Sometimes we send out a patrol, but mostly we just ignore the shots. The Viet Cong are afraid to come into the open, and are shooting from such a distance that I doubt one of their bullets could pierce your skin if it hit you. They've been sending an average of 20 rounds a day our way, but no one has been hit."

Some shots came close a few times

DOZER DUTY—Seabee of MCB 10 operates cat behind barbed wire. During first days at Chu Lai armed guards rode shotgun to protect drivers from VC.





**SUPPLIES FROM THE SKIES**—Helo from USS Sacramento (AOE 1) lowers supplies to USS Enterprise during vertical replenishment in South China Sea.

during the week the Seabees were on this particular job, however. According to Reeves, "One round hit some sand bags a few feet from one of our men. He dived for the nearest hole, which just happened to be full of water. He came out soaked and mad, and we all laughed. But I guess any of us would have jumped into the same hole if need be."

Driving to and from the job site is also a risky business. The road has been mined in the past, and trees along the route invite snipers. Nevertheless, the Bees are completing assigned projects at a rapid pace.

Talking about speed with which work is accomplished, Chief Reeves commented, "I don't know whether it is in spite of the snipers or because

of them." One thing is certain—the snipers are an ever-present consideration.

#### **Oriskany Returns Home**

After spending six months of an eight and one-half month deployment in the waters off Vietnam, the attack aircraft carrier USS *Oriskany* (CVA 34) has returned to her home port of San Diego. During that time her aircraft flew more than 12,000 combat missions—more than any other carrier has ever flown before in a single combat deployment.

Carrier Air Wing 16 became the Navy's most decorated, by bringing home awards and nominations for 1118 decorations. Nearly every pilot of the Wing earned the title of cen-

turian for making more than 100 carrier landings. There were 59 pilots who flew more than 100 combat missions.

During her 256 days in the western Pacific, *Oriskany* covered more than 100,000 miles, spending only 46 days in port.

#### **Ships Rotate in SE Asia**

As operations continue in Southeast Asia, many ships are rotating back to the U. S. after completing long deployments with the Seventh Fleet.

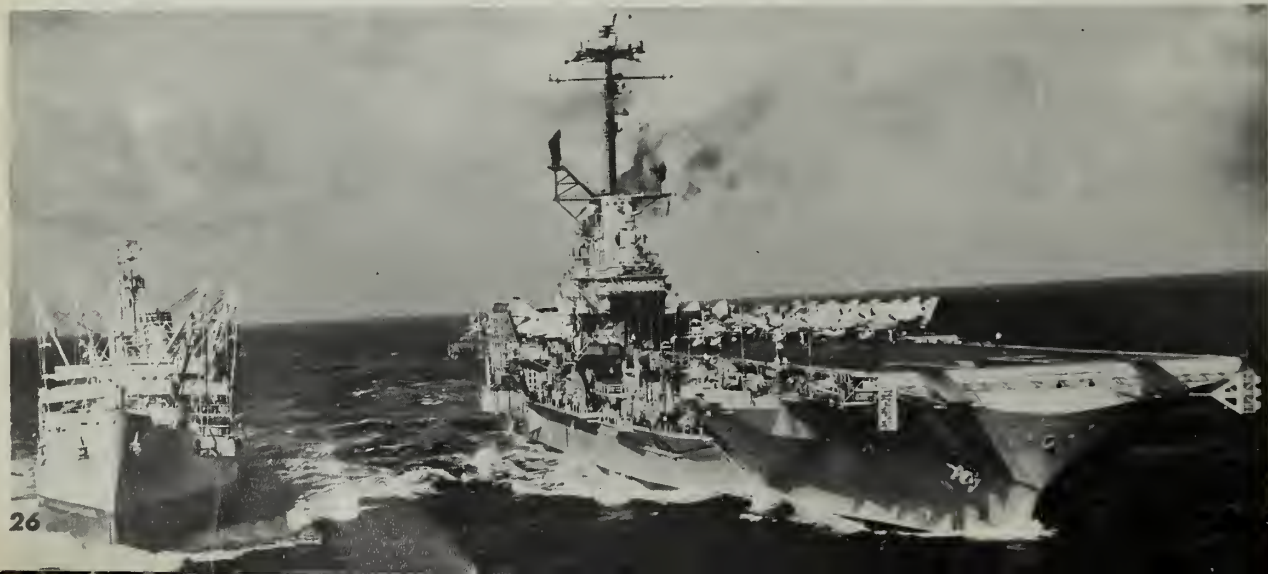
Five ocean minesweepers of Mine Division 93 returned to Long Beach after an eight-month deployment. USS *Leader* (MSO 490), *Enhance* (MSO 437), *Excel* (MSO 439), *Guide* (MSO 447), and *Lucid* (MSO 458) were back home just in time for Christmas. They had been assigned principally as units of the Market Time coastal surveillance force.

During an eight-month period, U. S. Market Time forces alone detected many tens of thousands of junks, over 6000 of which were boarded and inspected to prevent the smuggling of supplies to the Viet Cong in South Vietnam. The South Vietnamese Navy and the U. S. Coast Guard forces are also engaged in Market Time operations.

The returning minesweepers are assigned to Mine Squadron Nine.

Three San Diego-based LSTs returned in December. They are USS *Wexford County* (LST 1168), *Jerome County* (LST 848) and *Henry County* (LST 824). All three left San Diego in August for supply and support missions off Vietnam. *Wexford County* participated in the

**HOME AGAIN**—USS *Oriskany* (CVA 34), shown in Far East, has returned home after 256 days in Western Pacific.





troop lift of Korean Tiger Division troops to South Vietnam.

Over 2000 destroyermen also returned to San Diego in seven ships of Destroyer Squadrons One and 21. Led by *uss Preble* (DLG 15), the ships moored at Naval Station San Diego piers.

The homecoming was particularly significant for 70 of the men, who met their new babies for the first time.

Included in the returning ships were *uss Hull* (DD 945), *Floyd B. Parks* (DD 884), *Braine* (DD 630), *Dennis J. Buckley* (DD 808), *Hanson* (DD 832) and *Uhlmann* (DD 687).

Each of the destroyers spent more than 75 per cent of the time outside the United States underway, remaining at sea regularly for more than 30 days at a time. *Floyd B. Parks* logged the record for continuous time at sea of the seven ships—52 consecutive days.

During these long periods, the ships steamed a combined total of 320,008 nautical miles. *Hanson* led in this category with 55,725 miles.

All of the returning crew members qualified for the Vietnam Service Medal or the Armed Forces Expeditionary Medal for their performance of duty in the combat zone of Vietnam.

Following upkeep, the ships will commence routine operations from San Diego as units of the U. S. First Fleet.

#### Seabees Exchange Duty

The first full Navy Seabee battalion in Vietnam, Mobile Construction Battalion 10, has returned to the States after spending seven months in the Southeast Asian trouble spot.

MCB Four has taken over where the men of Ten left off at Chu Lai.

By making the Chu Lai landing last May, MCB 10 holds the distinction of being the first Seabee battalion to make an amphibious landing under combat conditions since World War II.

During this landing, nearly nine million pounds of heavy equipment and supplies were moved ashore.

During the deployment, MCB 10 listed such construction jobs as an 8000-foot all-weather landing strip, two helo pads, 12 miles of roads and a large share of the Chu Lai base. In earth hauling alone, the Bees moved over one and a quarter million tons of dirt, clay, sand and rock.

MCB 10 is home ported in Port



**OP MARKET TIME**—U. S. and Vietnamese navymen take a close look at a junk as part of Market Time, an operation to stop smuggling of material to VC.

Hueneme, Calif. Before the Vietnam deployment the battalion underwent three weeks of troop drill and weapons and tactics training. Another two weeks of military training was given by Marines at Camp Pendleton, Calif., and the men also took advanced training in their construction specialties.

After this training, MCB 10 was transferred to Okinawa as alert battalion. When the call came to mount out for Vietnam, over two million pounds of landing strip matting was moved in 30 hours. The Seabees, assisted by Marine engineers staged and loaded a complete line of heavy equipment and supplies capable of covering all phases of construction to be faced at Chu Lai.

When the battalion landed, work commenced immediately. By nightfall of the next day, surveyors were laying out the Chu Lai landing strip, roads and campsites. On the third morning heavy equipment began leveling the terrain for the runway.

During the first five days, the men slept under trees until shelters were set up. It was 14 days before they had their first hot meal. In less than 24 days after the landing, the air strip was operational and was being used to mount air strikes against the Viet Cong.

MCB 10 was then given the job of building two helo pads. They moved in and, after 16 days, the first was operational.

During the first days at Chu Lai the Bees encountered sporadic sniper fire. Heavy equipment operators carried a "shotgun" rider with an M-14.

Weather played an important part

at Chu Lai, but no matter how miserable conditions became, the Seabees carried on. Temperatures varied from 110 to 120 degrees during one spell. During another four-day period continuous rains dumped over 20 inches of water over the area.

Initially, due to the heat, work was scheduled in increments of four hours on and eight off. During the last several months the battalion worked a 10 to 12 hour day, seven days a week.

Only on that special day in December, as planes circled Chu Lai before taking the Seabees home, did they realize their job was finished.

—Ernie Filtz, JO1, USN.

#### Roving Destroyer

The high mobility of the destroyer force of the U. S. Seventh Fleet is demonstrated by a World War II destroyer, *uss Ingersoll* (DD 652), which has been providing protection to carriers in the South China Sea and gunfire support for U. S. and Vietnamese forces ashore in South Vietnam.

*Ingersoll's* firepower has been felt along the entire coastal length of South Vietnam, beginning last July when the ship conducted extensive gunfire support in the I and II Corps areas.

Since that time, the Viet Cong have become increasingly aware of the presence of this ship. Shore targets have included anti-aircraft installations, assembly areas, coastal fortifications, infiltration points, radio installations, troop concentrations and Viet Cong headquarters units.



UP FOR TWO—Sea Raider forward Larry Moore shoots lay-up for score. Below: Dick St. Clair is in tight quarters, surrounded under basket.



ACTION PACKED—The All-Navy tourney was fast series. Rt: Opening jump.

## SubLant Sea Raiders

**T**HE SUBLANT SEA RAIDERS did it again.

They rolled over the Great Lakes Lakers, 88-71, in the final game of the All-Navy Basketball tournament for a third straight title.

The Sea Raiders had started the tournament with a 10-point win over annual rival SubPac, whom they defeated the past two years in the title game. Larry Moore, who was augmented from PhibLant after the district eliminations, led all scorers with 28 points in the game. Maltrus Neely of SubPac had 25.

Great Lakes logged its first win of the tournament by downing the Whidbey Island Jets, 97-71. Former All-American M. C. Burton tallied 37 points in the romp, overshadowing teammate Harry Lozon's very respectable 28. Burton's 37 for Great Lakes was the high individual score of the tournament.

In the second round play, SubPac put Whidbey Island out of the double-elimination tournament by a score of 92-73. SubPac led by 14 points at halftime, 52-38, and the Jets never overcame that lead as SubPac had five men in double figures.

SubLant advanced to a night of rest by putting its five starters on the scoreboard for 85 points and a 10-point win over Great Lakes. The Sea Raider defense successfully contained Burton, who could score only half his previous night's effort, and held Laker stars Lozon and Joel Hagen to 15 and 11, respectively.

On the following night, Great Lakes played SubPac in a do-or-die game; each team had one loss, and the loser of the game would be out of the tournament.

In a close first half, the lead switched numerous times, and the buzzer sounded with the score at 42-42.

Both teams substituted freely in the second half, but the Lakers rallied on the shooting of Burton and Lozon to upset SubPac, 104-87, in the highest scoring game of the tournament. Lozon hit for 35 points and Burton had 31 for the Lakers. Maltrus Neely led SubPac scorers with 27.

**T**HE PRESSURE WAS STILL ON the Lakers in their next game, a must-win effort against SubLant, who had yet to be beaten.

Both teams were up in spirit for the game, though SubLant's shooting edge was taken off by the day's layoff.

The Lakers took the tip, missed a shot, and Sea Raider Dick St. Clair put in the first two points of the game. From then on, it was nip and tuck, with both teams concentrating heavily on defense.

The Sea Raiders kept Burton to the outside, away from the basket, so big Al Clark and Larry Moore could get in to rebound against the Lakers' 6'-6" forward, Barry Yates.

Lozon, the Lakers' number two scorer, went out in the first quarter with three fouls, and was replaced





SUBPAC and SubLant game began tourney. Rt: Laker jumps high for a shot.

# Capture Cage Crown

by Jim Head. But Head also picked up three fouls, and Lozon came back in the game.

Meanwhile, Yates and Clark were battling for rebounds. Then Clark pulled out from the slot to cover Burton. The change in tactics worked to the Lakers' advantage.

With Yates holding a three-inch height advantage over Moore under the boards, the Lakers switched offensive tactics to a fast break, and caught Ken Wallace, open down-court, for six quick points from the corner.

Player-coach Jim Ehlers replaced Jerry Riggins at guard for the Sea Raiders with four minutes to go in the first half, so he could direct the team from the floor. He proved to be a steadying factor for the team in the ensuing SubLant rally.

Ehlers called for a full-court press with Great Lakes leading, 32-23. Al Clark pulled down several rebounds in Laker territory, threw them down the court to St. Clair on a fast break pattern, and the Sea Raiders brought the score to 42-42 at halftime.

Burton, who had been double-teamed throughout the first half, went to the locker room with only seven points.

**T**HE SEA RAIDERS centered their offense around Moore and Clark in the second half. Aiding a 17-point splurge by Clark, Moore kept the Sea Raiders going with steady rebounding, despite the height advantage of Yates.

Lozon replaced Head with 14:29 on the clock, but went out on fouls 24 seconds later, without a point.

SCRAMBLE—Al Clark (in white) vies for rebound with Lakers' Burton.

Then Burton broke loose on a scoring spree and grabbed several crucial rebounds. Head hit two on shots from the outside to aid the Laker cause.

St. Clair fouled out with just over five minutes to go, and was closely followed by Head of the Lakers. Each had 16 points.

With 3:23 left in the game, the Lakers led by four points. They put on a stall which held both teams scoreless for two minutes, before a SubLant steal dropped the Laker lead to two.

But the Sea Raiders, trying to spark a last-minute rally, got over-anxious and gave Burton, Hagen and Wallace a total of seven points from the freethrow line. The game ended with the Lakers ahead, 93-86, forcing

HE'S ALL WET—SubLant player-coach Jim Ehlers gets victory shower. Rt: Champion Sea Raiders celebrate victory.







**THREE IN A ROW**—SubLant team members show off trophies. Team was second to win three straight All-Navy titles.

ing a play-off the next night.

It was a jarring upset for the Sea Raiders, who had won 35 straight games to that point, and for the fans, who had been talking of trophies and victory celebrations since early in the day.

Al Clark ended the game with 31 points, seven more than rival Burton. Moore of the Sea Raiders and Yates of Great Lakes each had 22.

After the game, Coach Ehlers gave credit to the Great Lakes team saying, "They played a good ball game, and took advantage of our mistakes."

What about the final game? "We'll be there," Ehlers said simply.

Laker coach Tony Kujawa gave credit to his team as a whole, then stated, "We came here to do two things; end the season better than .500, and win the All-Navy. They were hungry tonight, but we were just hungrier."

**O**N THE FOLLOWING NIGHT, SubLant was the team with the appetite.

Both teams came on the floor charged for a win. As the ball went from team to team in the opening minutes, it looked as though another tight defensive game was in the offing.

With both teams using a tough man-to-man press from the start, Al Clark drew three quick fouls and was replaced by Jim Cole.

Great Lakes was never behind through 15 minutes of play, though their biggest lead was six points.

Then Jim Ehlers took the floor for SubLant with 5:24 left in the first half. With some fancy ball stealing by Ehlers, St. Clair and Mike Barrett, and a three-point play by Jim Cole, SubLant took a 25-23 lead.

While Cole was at the foul line, Dick Coven relieved Larry Moore at forward.

Coven and Cole paired for a rally that included 14 points and 11 rebounds in less than three minutes, and SubLant went to the locker room

### Inter-Service Basketball

After the shouting of the All-Navy Basketball championship was finished, a team was selected to represent the Navy in the Inter-Service tournament, to be held at the Norfolk naval station March 8-11.

SubLant cagers made up the nucleus of the 15-man squad. Sea Raiders Mike Barrett, Al Clark, Dick St. Clair, Jim Cole, Jerry Riggins, Larry Moore (ComPhibLant) and Dick Coven (NAO School, Pensacola).

Others picked to augment the SubLant team were Maltrus Neely and John Snipes (NavSta Pearl Harbor), of the SubPac squad; Joel Hagen and Barry Yates (USCG RTC, Cape May, N. J.); and Clay Raaka (Com13), of the Whidbey Island Jets.

Jim Ehlers and Tony Ortega, of SubLant, joined the team as coaches. Beatty Barnes, SubLant, was selected as team manager.

with a comfortable halftime lead of 11 points, 42-31.

**A**S THE SECOND HALF BEGAN, the signs of wear were beginning to show on the Great Lakes players. They were obviously tired after five straight nights of tough basketball.

SubLant, charged with the possibility of winning three straight titles, began the half with another rally, this one led by Mike Barrett, a 6'-2" forward. In the first four minutes of the half, Barrett connected for 11 points on five straight field goals and a foul shot.

The Sea Raiders jumped to a 54-37 lead, and fought to keep that margin. Nearly every time the Lakers missed a shot, Coven or Cole came down with the rebound.

With 12:12 left on the clock, Coven left the game. As he walked off the court, he was given a rousing ovation by the standing-room-only crowd.

With Coven out and Clark guarding Burton, Mike Barrett took over the rebounding chores for SubLant. He sparked yet another Sea Raider rally by putting down 11 straight rebounds and adding six more points to the mounting score in three minutes of play.

Then Burton playing his best floor game of the tournament, turned on a dazzling display of shooting and rebounding which led Clark to his last two fouls. Clark went out with 6:50 in the game.

With Clark gone, Burton took ad-



vantage of teammate Joel Hagen's play-making and spurred the Lakers to a 14-point spree before SubLant scored another point.

Then Hagen fouled out with 4:27 left, and SubLant began a stall. Ehlers, Barrett and St. Clair kept the ball outside the freethrow circle, away from a shot and any chance of losing the ball on a rebound. As the Lakers gambled on their defense in an attempt to get the ball, Coven made a crowd-pleasing dunk shot that shook the rafters above the blackboard.

Great Lakes hit for two, and SubLant stalled again until the final seconds of the game.

ON THE LAST NIGHT, with an 88-71 win and a third championship to their credit, the Sea Raiders were anything but quiet, in contrast to the evening before. Ehlers, uniform and all, was carried to the showers for a traditional dunking.

Mike Barrett, asked about his rebounding spurt in the third quarter, said, "We had to have 'em tonight. There was no tomorrow. It had to be tonight, so I got 'em."

And he did—18 rebounds in the game. He also hit eight for eight from the floor during the second half.

Coach Ehlers, still in his wet uniform, said that he and assistant coach Tony Ortega had agreed to rest the players more than they had in other games, giving the bench players a chance to get in, make the team run more, and thus open up the Laker defense.

"It was the best decision of the tournament for us," he said happily. "Cole and Coven—well, my only regret is that we didn't play them sooner. We all had a good night, but they made the difference."

Ehlers declined to predict how the team would do next season. They will lose Jerry Riggins and Dick St. Clair at the guard positions. Moore will also be gone from PhibLant, and routine personnel transfers may take their toll.

"But we have the Inter-Service tournament to look forward to, and we have our three straight All-Navy titles. No matter what happens next, we can't complain."

He was right—we didn't hear one complaint from the SubLant locker room.

—Story by Kelly Gilbert, JO2, USN

—Photos by E. J. Santee, QM1, USN and Terry Reilly, JO1, USN

## FROM THE SIDELINES

THE rifle team at USNTC, San Diego will miss one of its more prominent members during the coming season—Daniel F. Morine, Jr., EOCS, USN. The Navy senior chief has left the Small Arms Training Unit at NTC for duty in Vietnam.

Morine made a name for himself in 1964, when he became the first Navyman ever to win the National Service Rifle Championship at Camp Perry, Ohio.

Since then his record with the service rifle has been a pre-dominant factor in the success of NTC's rifle team. Chief Morine is the current All-Navy champion, Arizona State champion and a member of the NTC rifle team which currently holds the National service and Open Four-Man Team Match records.

Morine has also won a berth in the National Rifle 250 Club and is co-holder of the 50-meter Two-Man Smallbore team championship.

One of his most prized possessions is the gold brassard above his rating badge, which signifies his membership in the President's Hundred, an elite group of 100 marksmen chosen as a result of their performances in the national rifle championships at Camp Perry each year. The chief also wears the Distinguished Rifle and Distinguished Pistol badges on his uniform, the results of many hours of practice.

While a small arms instructor, one of Morine's biggest achievements was organizing and coaching the USNTC Wave Rifle Team. His reward for that effort came in 1965, when the team won the Women's Open team title and Service team title for high power rifles.

As we said, he'll be missed at NTC San Diego.

★ ★ ★

Dick Felgenhour, ATR3, is the quarterback everyone in Rota, Spain would like to have on his team.

In 1965 he quarterbacked the VQ-2 intramural football team to the league championship, and the right to play the league's All-Star team in the annual Rota Bowl.

Heavy rains before the bowl game made a ground attack ineffective, so Felgenhour took to the air and completed four touchdown passes to lead VQ-2 to a 24-6 victory.

When the trophies were given, Felgenhour had his hands on two of them—the championship cup for his team's efforts and the Most Valuable Player of the Year award for his individual play.

Felgenhour now has the distinction of quarterbacking both sides in the Rota Bowl. He led the All-Stars in 1964.

★ ★ ★

Fred Mims, of the PhibPac *Invaders*, received the All-Tournament award for his play in the California Western holiday basketball tournament. The award was given for Mims' all-around play and sportsmanship.

The 6'5" center scored a Cal-Western game record of 44 points during the tournament. He is the team's leading scorer and is in second place among *Invader* rebounders.

★ ★ ★

In judo, size isn't necessarily an advantage. Harry Ramsden, ET1, of the NTC Great Lakes Service Schools Command is a good example. And so is his son.

Ramsden is a towering member of the NTC Judo Club, which recently put on an afternoon of promotional matches to build interest in club membership.

During the Ramsdens' demonstration, four-year-old Chris stole the show by tossing his 249-pound father to the mat with a "tai-oto-shi," or body drop.

That sort of thing should promote interest in the club—at least for the 97-pound weaklings. —Kelly Gilbert, JO2, USN

# INSIGNIA OF THE UNITED STATES

pay grade

## ENLISTED


































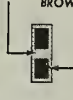




















## WARRANT

NAVY

MARINES

ARMY

AIR FORCE


| E-1   | E-2   | E-3  | E-4  | E-5   | E-6  | E-7   | E-8  | E-9   | W-1   | W-2   | W-3   |
|---|---|--|--|---|--|---|--|---|---|---|---|
| <br>SEAMAN RECRUIT | <br>SEAMAN APPRENTICE    | <br>SEAMAN                | <br>PETTY OFFICER THIRD CLASS | <br>PETTY OFFICER SECOND CLASS | <br>PETTY OFFICER FIRST CLASS | <br>CHIEF PETTY OFFICER    | <br>SENIOR CHIEF PETTY OFFICER | <br>MASTER CHIEF PETTY OFFICER | <br>WARRANT OFFICER<br>W 1   | <br>CHIEF WARRANT OFFICER<br>W 2   | <br>CHIEF WARRANT OFFICER<br>W 3   |
| <br>PRIVATE        | <br>PRIVATE FIRST CLASS  | <br>LANCE CORPORAL        | <br>CORPORAL                  | <br>SERGEANT                   | <br>STAFF SERGEANT            | <br>GUNNERY SERGEANT       | <br>1ST SGT                    | <br>SGT MAJOR                  | <br>WARRANT OFFICER<br>W 1   | <br>CHIEF WARRANT OFFICER<br>W 2   | <br>CHIEF WARRANT OFFICER<br>W 3   |
| <br>PRIVATE      | <br>PRIVATE            | <br>PRIVATE FIRST CLASS | <br>CORPORAL                | <br>SERGEANT                 | <br>STAFF SERGEANT          | <br>SERGEANT FIRST CLASS | <br>1ST SGT                  | <br>SERGEANT MAJOR           | <br>WARRANT OFFICER<br>W 1 | <br>CHIEF WARRANT OFFICER<br>W 2 | <br>CHIEF WARRANT OFFICER<br>W 3 |
|   |   |  | <br>SPECIALIST 4            | <br>SPECIALIST 5             | <br>SPECIALIST 6            | <br>SPECIALIST 7         | <br>SPECIALIST 8             | <br>SPECIALIST 9             |   |   |   |
| <br>AIRMAN       | <br>AIRMAN THIRD CLASS | <br>AIRMAN SECOND CLASS | <br>AIRMAN FIRST CLASS      | <br>STAFF SERGEANT           | <br>TECHNICAL SERGEANT      | <br>MASTER SERGEANT      | <br>SENIOR MASTER SERGEANT   | <br>CHIEF MASTER SERGEANT    | <br>WARRANT OFFICER<br>W 1 | <br>CHIEF WARRANT OFFICER<br>W 2 | <br>CHIEF WARRANT OFFICER<br>W 3 |



# UNITED STATES ARMED FORCES

ANT

## COMMISSIONED

| W-4  | O-1   | O-2  | O-3   | O-4   | O-5  | O-6  | O-7  | O-7<br>O-8   | O-9   | O-10   | Special  |
|--|---|--|---|---|--|--|--|--|---|--|--|
| <p>SILVER BLUE</p>    <p>CHIEF WARRANT OFFICER<br/>W 4</p> | <p>GOLD</p>    <p>ENSIGN</p> | <p>SILVER</p>    <p>LIEUTENANT JUNIOR GRADE</p> | <p>SILVER</p>    <p>LIEUTENANT</p> | <p>GOLD</p>    <p>LIEUTENANT COMMANDER</p> | <p>SILVER</p>    <p>COMMANDER</p> | <p>SILVER</p>    <p>CAPTAIN</p> | <p>SILVER</p>    <p>COMMODORE</p> | <p>SILVER</p>    <p>REAR ADMIRAL</p> | <p>SILVER</p>    <p>VICE ADMIRAL</p> | <p>SILVER</p>    <p>ADMIRAL</p> | <p>SILVER</p>    <p>FLEET ADMIRAL</p> |
| <p>SILVER SCARLET</p>  <p>CHIEF WARRANT OFFICER<br/>W 4</p>  | <p>GOLD</p>  <p>SECOND LIEUTENANT</p>  | <p>SILVER</p>  <p>FIRST LIEUTENANT</p>  | <p>SILVER</p>  <p>CAPTAIN</p>  | <p>GOLD</p>  <p>MAJOR</p>  | <p>SILVER</p>  <p>LIEUTENANT COLONEL</p>  | <p>SILVER</p>  <p>COLONEL</p>   | <p>SILVER</p>  <p>BRIGADIER GENERAL</p>   | <p>SILVER</p>  <p>MAJOR GENERAL</p>   | <p>SILVER</p>  <p>LIEUTENANT GENERAL</p>   | <p>SILVER</p>  <p>GENERAL</p>   |  |
| <p>SILVER BROWN</p>  <p>CHIEF WARRANT OFFICER<br/>W 4</p>  | <p>GOLD</p>  <p>SECOND LIEUTENANT</p>  | <p>SILVER</p>  <p>FIRST LIEUTENANT</p>  | <p>SILVER</p>  <p>CAPTAIN</p>  | <p>GOLD</p>  <p>MAJOR</p>  | <p>SILVER</p>  <p>LIEUTENANT COLONEL</p>  | <p>SILVER</p>  <p>COLONEL</p>   | <p>SILVER</p>  <p>BRIGADIER GENERAL</p>   | <p>SILVER</p>  <p>MAJOR GENERAL</p>   | <p>SILVER</p>  <p>LIEUTENANT GENERAL</p>   | <p>SILVER</p>  <p>GENERAL</p>   | <p>SILVER</p>  <p>GENERAL OF THE ARMY</p>   |
| <p>SILVER SKY BLUE</p>  <p>CHIEF WARRANT OFFICER<br/>W 4</p>   | <p>GOLD</p>  <p>SECOND LIEUTENANT</p>  | <p>SILVER</p>  <p>LIEUTENANT</p>  | <p>SILVER</p>  <p>CAPTAIN</p>  | <p>GOLD</p>  <p>MAJOR</p>  | <p>SILVER</p>  <p>LIEUTENANT COLONEL</p>  | <p>SILVER</p>  <p>COLONEL</p>   | <p>SILVER</p>  <p>BRIGADIER GENERAL</p>   | <p>SILVER</p>  <p>MAJOR GENERAL</p>   | <p>SILVER</p>  <p>LIEUTENANT GENERAL</p>   | <p>SILVER</p>  <p>GENERAL</p>   | <p>SILVER</p>  <p>GENERAL OF THE AIR FORCE</p>  |

# LETTERS TO THE EDITOR

## Profile Problems

SIR: I took the examination for RDC last August. My profile card showed four high averages, four averages and one low average. I failed.

Another man, who took the same test, received three high averages, five averages and one low average. He passed (PNA).

Why?—E. C. T., RD1, USN.

• Your situation does sound a bit strange—until you understand the difference between the exam grade and the profile card. Here's how the advancement section explained it to us:

In the first place, the examination is not graded by sections. Your grade is assigned according to the over-all score. However, the profile card is broken down into categories so that it will be of greater value to you in your studies.

The comparative levels on the profile cards, such as high average or average, are quite broad. A wide range of scores may fall into each of these "grades."

In this specific instance, your friend's passing score may reflect a higher score in the high average results than you received. His one score which was lower than yours may have only been slightly lower, but enough to drop him into a lower grade. As a result his profile results would show lower than yours

NAVY ICEBREAKERS Burton Island, Atka and Glacier team up to move big iceberg which closed shipping channel to McMurdo Station, Antarctica. Portion of berg above water level measured 800 by 200 feet, was 80 feet in depth.



This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

while his actual score was higher. In all probability your friend barely passed the examination and you barely failed it.

Better luck next time.—Ed.

## More Golden Shellbacks

SIR: This is a response to the question raised about Golden Shellbacks.

On 3 Jun 1965, 23 Shellbacks in USS George Eastman (YAG 39) initiated 105 Pollywogs into the Solemn Mysteries of the Ancient Order of the Deep. These men were issued "Golden Shellback" certificates because we crossed the equator, westbound, at longitude 180-00 degrees.

As to where or when the term Golden Shellback originated, we cannot help. But from old salts aboard—officer and enlisted alike—the opinion is that you must cross the equator at the International Date Line, traveling westbound,

to become a member of this elite group.

In any case, we know of at least 128 card-bearing Golden Shellbacks. Possibly Captain Mossbottom can shed a little light on the subject.

As a matter of interest, the maneuver used during our crossing included a figure eight, sailing initially through 00-00, 180-00 on a course 225 T. The effect was that we occupied all four of the world's hemispheres at nearly the same time.—C. G. Emmons, SKC, USN.

• ¿Qué más, amigos?—Ed.

## More to This Than Appears

SIR: I am a subscriber to ALL HANDS, and am writing in reference to the discussion of "Golden Shellback" in the December 1965 issue.

I am in possession of some cards which belonged to my brother. His first period of active duty was June 1943 to April 1946.

One card states:

"Order of the Golden Shellback. Having crossed the equator 50 times on mission of war aboard the USS Hoggatt Bay (CVE 75), R. W. Garde, S2c, USNR, is hereby declared a Golden Shellback. Date of 50th crossing: 9 Sep 1944. (Signed) W. V. Saunders, Captain, USN, Commanding Officer."

My brother was also a Bluenose as a result of entering the Northern Domain of the Polar Bear on 23 Jul 1951 aboard USS O'Hare (DD 889).

I merely thought you might be interested in these details.—Gordon R. Garde.

• We are very interested, Mr. Garde, and thank you for the information. We're also somewhat surprised—perhaps like the first person who discovered that the exposed portion of an iceberg is only a fraction of the mass.

It seems there is more to this Golden Shellback business than meets the eye. It also seems that many of today's sailors, including some of the hardest, might be discouraged from attempting to qualify as Golden Shellbacks if such glory is predicated on 50 crossings of the line (on 25 separate WestPac deployments, that is).

On the other hand, such ground rules might not deter a resourceful skipper bent on qualifying his crew as Golden Shellbacks. A half hour's zigzagging along the equator would do the job. Eh?—Ed.

## John Glenn's BUNO

SIR: In a January letter to the editor, a sailor from USS Franklin D. Roosevelt (CVA 42) was of the opinion that the aircraft John Glenn flew on his record-



breaking transcontinental flight was aboard his carrier. He said this aircraft was an RF-8A photo-Crusader with Bureau Number 141363.

ALL HANDS pointed out that, according to the records, John Glenn's aircraft had been an F8U-1P with number 144608.

That aircraft is presently at the Naval Air Development Center, Johnsville, Pa. We are using it in flight tests of various research, development and test projects.

—G. R. M., LT, USN.

• So much for that. Roosevelt, however, is not a complete loser. According to M. L. H.'s letter in January, the 141363 Crusader (though evidently not the record-breaker in question) is the oldest photo-Crusader in service. That claim still stands. So far.—Ed.

#### Which Buckley?

SIR: While reading your report of the Navy's action in Vietnam (September issue) I noted an error. You stated that *uss Dennis J. Buckley* (DE 51) conducted shore bombardments against some Viet Cong positions.

That ship's name may have been *Dennis J. Buckley*, but its designation certainly was not DE 51. I know, because DE 51 was named for my brother, John D. Buckley. In addition, it was my mother who, back in 1943, christened the ship.

Perhaps you can correct the error in a future publication.—W. J. Buckley.

• We hereby stand corrected. You are right, of course. The escort ship *uss Buckley* (DE 51) has the honor of being named for your brother. We were referring to *uss Dennis J. Buckley* (DD 808).

For other readers who may not know your brother's story, John Daniel Buckley, an aviation ordnanceman, had been assigned to the Kaneohe Bay Naval Air Station in Hawaii and was killed attempting to help repel the Japanese attack on 7 Dec 1941. He was posthumously commended by the Commander in Chief, Pacific Fleet, for his actions during the attack.

DE 51 performed with equal valor. During the Battle of the Atlantic she engaged in a ramming duel with the German U-66 and, although severely damaged herself, succeeded in sinking the sub. Later, while on antisubmarine and convoy escort duty, she teamed up with *uss Reuben James* (DE 153) to sink the German submarine U-879.

She received the Navy Unit Commendation for sinking U-66 and three battle stars for her World War II service. Buckley was decommissioned in July 1946 and has remained in the Reserve Fleet since.

Dennis Buckley (DD 808) was not commissioned until March 1945. Her first assignment was occupation duty in Tokyo. Since then, she has made several Far East tours, an around-the-world



OLD STEAMER—Buckley (DE 51) steamed out of Boston Harbor in 1943 to perform valiantly in Atlantic battles. She has been kept in reserve since 1946.

cruise, served a tour of duty with the Sixth Fleet in the Med, and has since returned to the Pacific Fleet where she is now serving—Ed.

#### Anybody Need a Good Locksmith?

SIR: There are several points on which I am not clear concerning my rotation and my newly acquired NEC. Perhaps you can set me straight.

Currently I am on shore duty, and my EAOS is 14 September. Therefore, I plan to ship over this June which would make my shore duty tour completion date in July 1967.

But when I reenlist, I would like to ask for duty aboard a ship which has a locksmith billet (recently I completed the school and have the locksmith NEC of 9583), rather than finish out my full tour of shore duty. However, I was told that I couldn't make that request since this would be my second reenlistment. Is this true?

Also, is the locksmith NEC a primary or secondary code?

Does BuPers control the assignment of locksmiths?

And once a man with a top secret clearance receives this code, is it necessary for him to be cleared at each succeeding duty station?—J. H. O., MR1, USN.

• Perhaps it is just as well you don't want a full tour of shore duty, since you would not have had one anyway. If your EAOS is 14 Sep 1966, that also is your shore duty completion date—not July 1967. When you reported to your present duty station, you had four months to decide if you wanted a full shore tour. Once that four months had lapsed, your tour completion date was changed to agree with your EAOS.

But to answer your question, you cannot, as a reenlistment incentive, request to change your shore duty for

arduous sea duty on your second reenlistment. The reason is simple: There are no reenlistment incentives for a second term. You see, you already have available to you what the first term receives as incentives when he agrees to reenlist.

Therefore, you don't have to wait until your reenlistment time to make such a request. Even if you were not due to reenlist, and your shore duty TCD was not until July 1967, you could have asked that your shore tour be terminated once you met the requirements of the "Enlisted Transfer Man-

CAIMAN CREW musters aboard sub for presentation of Efficiency award.







**BIG GRIN**—Airman L. J. Niemann of VT-31, shows wide smile after re-upping for six years under STAR program. He will attend AHM "A" school in Memphis.

ual," article 7.47, which says, in part: "Favorable consideration will be given (requests for termination of shore duty for arduous sea duty) provided (1) the individual has completed at least one year of his present tour, (2) he agrees to obligate his service for 24 months from date of transfer and (3) such transfer is in the best interest of the Navy."

When you make such a request, however, you cannot ask for a certain billet aboard a particular ship. But you may list "locksmith billet" as your duty preference.

Your locksmith code (9583) is a special series NEC, which means it is not directly related to any general or

service rating. As with all special series codes, it is assigned as a secondary NEC.

Don't feel that, because it is secondary, it is of little importance. Whenever a billet is open which requires the skills of a locksmith, the assignment is based on secondary NEC coding.

When your assignment time rolls around, BuPers will make you available to one of two Enlisted Personnel Distribution Offices (Lant or Pac). It is then the EPDO which will make your ultimate duty assignments.

This brings us to your security clearance. It doesn't matter whether you have the locksmith NEC. When you

are transferred, your clearance for access to classified information is no longer considered valid, and you won't receive another clearance until you report to your new duty station (unless an intermediate duty station would require one).

Your new CO will determine the level of classified information to which you need access in order to do your job. This will not necessarily be the highest level of clearance for which you are eligible. Bear in mind that the "need to know" is always a factor to be determined in granting access to classified information.

It is not necessary to fill out new forms at your new duty station, unless your present security investigation is inadequate for the level of clearance your new CO deems necessary. In this event, new forms (and a new investigation) are necessary.—Ed.

# Askari

**SIR:** There are several of us here at the San Francisco Naval Shipyard who are in the process of reactivating the landing craft repair ship Askari (ARL 30). We have been curious about the ship's name ever since we have been here. Can you tell us after whom, what or where is the ship named?

Also, we would like a short history concerning the ship. Can you help us with that, too?—T. D., LTJG, USN.

• Happy to do so. According to the Dictionary of American Naval Fighting Ships, Askari is a character in Asiatic mythology who depicted, or personified, the soldier.

Now about your ship. Askari was in commission for 10 years, and during that time, she earned four battle stars for her part in Korea.

However, Askari did not start out as a landing craft repair ship. In March 1945, she was commissioned as LST 1131. She immediately set her course for Jacksonville, Fla., where she underwent conversion, and in July 1945, she was recommissioned ARL 30. She then headed for the Pacific.

By the time she arrived on the West Coast, the war was nearly over and, therefore, she did not see any battle action until Korea.

Her duties during this time were primarily to furnish tender services to ships and landing craft of the Pacific Amphibious Force. She remained mostly in the San Diego area until the Korean hostilities broke out.

Beginning in September 1950, Askari operated in Korean waters for two months. During this time, she took part in the Inchon and Wonsan landings. She participated in the Hungnam Evacuation. In September 1952, she returned to Korea for an eight-month tour.

In 1954, Askari made another Far East tour, and was one of the ships involved in the Passage to Freedom oper-



**AOC RECRUIT**—William L. Walton (c) is sworn in as aviation officer candidate at Norfolk, by LCDR Richard E. Williams, who recruited Walton for program.



ation in Vietnam. In early 1955, she also helped evacuate some 15,000 Nationalist Chinese from the Tachen Islands.

Askari was decommissioned on 21 Mar 1956 and placed in the Reserve Fleet at Astoria, Ore.

You know the rest of her story.—ED.

### Let There Be a Ringing in the Land

SIR: Is striking bells on Sundays and holidays governed by custom or regulation? We haven't been able to find the answer in the regulations we have read and hope you can supply some facts on the subject.—F. L. F., YNSN, USN.

• Bells are not a subject of "U. S. Naval Regulations" but instructions for striking bells are given in Chapter 17 of the "Bluejacket's Manual." The striking of bells is customary on board U. S. naval vessels although the procedure may vary from one ship to another.

According to the "Bluejacket's Manual," bells are struck from reveille to taps. Exception to this practice is made during divine services, when the ship is darkened, or when the fog signal is being sounded.

The Manual goes on to say that the bell is struck once at the end of each phase of church call when that call is being sounded for divine services.

No departure from normal procedure is prescribed for holidays.—Ed.

### Smallest CVS

SIR: I beg to differ with the claim made by *uss Bridget* (DE 1024) on page 59 of your October 1965 issue that she is the Smallest CVS in the Pacific.

During Korea, I served in *uss Hoquiam* (PE 5), from pre-recommissioning to decommissioning. During this time we had a catapult in place of mount 32. One of our missions was to provide drone launch and control during antiaircraft exercises for all classes of warships.

The drone was a mid-wing monoplane with reciprocating engine. It was mounted forward. As I recall, it would do about 150 knots.

Because of its small size, the drone was difficult to hit. To the best of my knowledge, we lost only two from direct hits.

Generally, if the drone was disabled or out of fuel, the drone control officer would trigger a control to release a parachute when the plane was close aboard.

So much for *Bridget* and her claim.—M. N. Douglas, RMCS, USN.

• It seems there was a smaller "carrier" than *Bridget* in the Pacific. But please note the word, "was." When *Hoquiam* went out of commission in 1951, the commissioning of *Bridget* was still six years away.

The men of *Bridget*, by the way, were careful in wording their claim, the CVS



COMEBACK—Landing craft repair ship *Askari* (ARL 30) is being reactivated after 10 years in mothballs. She was originally commissioned as LST 1131.

denoting her part in antisubmarine warfare. And this job, so far as we know, was never performed by *Hoquiam*.

But since *Hoquiam* was a small surface ship, it might be more accurate to dub her a "CVL," or small aircraft carrier.

We can only assume, therefore, that *Bridget* and one other DE of the same class equipped with drone antisubmarine helicopter (Dash) gear, are the smallest CVSs in the Pacific—at least until someone figures out how to put a helo deck on a minesweeper.—ED.

### Computed Age for AcDu Reserves

SIR: I am a Naval Reservist who wishes to "go active." I am physically fit, and have a desire to help out in trying times like these. The problem is, I'm also 40 years old.

The recruiting officers tell me that's

too old. I don't see how they figure it. The doctors say I am physically fit. The Naval Reserve is using my services one night a week and two weeks a year. I feel as young as I did at 18 in World War II. Besides, I look around the recruiting office and I see no spring chickens there.

Why can't you go active at 40, especially when you feel you are needed and can help out? I'm sure I'm not the only one of this ripe old age who feels this way.—W. E. A., USNR.

• They may not look it, but the gentlemen at the recruiting station are all in their 20s—if you figure their computed ages. And we're afraid it's computed ages, not real ages, which count.

A man's computed age is his calendar age minus the number of years he has served on active duty in any service. Consequently, a 35-year-old Navyman

FELLOW NAVYMEN gathered at head table during luncheon at NAS Norfolk CPO Club. ADM T. H. Moorer, CinclanFlt (2nd from left), was speaker.





## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the

editor, **ALL HANDS** Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

- **uss Susan B. Anthony** (AP 72)—A reunion is planned for July. For information, write to Edward M. Wright, Sr., 1439 Henry St., Baltimore, Md. 21230.

- **uss Laurens** (APA 153)—A reunion is scheduled for 29-31 July in Tampa, Fla. For details, write to Edward Falk, 5940 N. W. 12th Court, Fort Lauderdale, Fla. 33313.

- **uss Luce** (DLG 7)—A fifth anniversary cruise is planned for 20 May. Crew members of **uss Luce** (DD 99) and **uss Luce** (DD 55) as well as detached shipmates of the present **Luce** are invited. For information, write to Public Information Officer,

**uss Luce** (DLG 7), Fleet Post Office, New York, N. Y. 09501.

- **uss Mobile** (CL 63)—A reunion is scheduled for 2-4 July at the Monteleone Hotel, New Orleans, La. For details, write to Travis N. Price, Massey Business College, Nacogdoches, Texas.

- **uss PC 1120**—Those who are interested in a reunion may write to Ray W. Stem, Warren Hospital, Phillipsburg, N. J. 08865.

- **VP-83**—A 25th anniversary reunion will be held 15-16 September at Pensacola, Fla. For details, write to R. R. Fluck, 319 Calhoun Ave., Pensacola, Fla.

with 15 years of active service has a computed age of 20.

The maximum "computed age" for a Reservist going on active duty is 30. At 40, you could not enlist—as we're sure the recruiters told you—unless you had 10 years of active service behind you.

The regulations are for your own protection as well as the Navy's. It's a fair assumption that when a Reservist over 30 goes active, he will probably want to retire on 20. Even if you have no intentions now you may well change your mind after several years in the service.

A man who enlisted at 30 would be 50 when he retired, and that's just about the limit, considering the demands of sea duty. The purpose of the regulation barring you from active service, is among other things, to keep a

man from putting in 10 or more years pursuing a career which he would find later he could not complete.

Active career opportunity is not a consideration in the event of mobilization. That is why openings for 40-year-olds are authorized in the Naval Reserve.—ED.

## Two for One Advancement

SIR: Since the rules for E-5/E-6 advancement were changed, requiring personnel advanced to these rates to serve a minimum of one year, it seems to me that it's possible to foul up BuPers' control over the number of men advanced.

Take, for example, the case of an E-5 who has about six months of obligated service remaining when he hears of his authorized advancement to E-6. The

chap is slated for, say, the fifth increment, at which time he had previously planned to get out and become a civilian.

He stops by Personnel and tells the PN that he does not want to extend for the necessary time, and will thus decline the advancement. The PN makes a page 13 entry to this effect, and the Bureau is notified.

Subsequently, BuPers selects another competitor from the PNA list, and some lucky guy who otherwise might not have been advanced on that cycle is notified that he made it after all. Fine.

But meanwhile, our declining E-5 has had a change of heart. Just as the fifth increment advancement date rolls around, he decides things aren't going so badly, and those three chevrons will make quite a difference in his life. He changes his mind, ships over for six and accepts his promotion to first class.

We thus end up with two guys being advanced where only one should have been. Multiply this times X number of similar cases throughout the Navy, and what do you end up with?

Just wondering—how will BuPers cope with this situation?—R. E. J., QMCS, USN.

- This "undecided" factor has already been cranked into the system by BuPers, and allowance is made for such cases. The Bureau recognizes that some people will change their minds, but nevertheless allows them to do so until the limiting date for effecting the advancement is reached. It is possible that two advancements, rather than one, will result, but it is not anticipated that the number of such instances will be appreciable.

In any event, the alternate advancee is taken from the top of the PNA list, and is fully qualified for advancement. So no one loses out.—ED.

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### Helo Flight Training

SIR: I am a high school senior and am interested in helicopter training after I graduate. I have asked several Navymen about the requirements but have received conflicting answers concerning what schools I would attend, how long they would last and the various courses required. I would greatly appreciate clarification.—P. W. H.

• We are happy not only to answer your questions but also to set straight the Navymen who gave you the conflicting information.

First, in your case, you will not be eligible for naval flight training as soon as you graduate from high school, for applicants must be either college graduates before being considered as aviation officer candidates or have had at least two years of college work (Navy equivalent if on active duty) before being considered for the naval aviation cadet program.

If, after you satisfy these requirements, you are selected for one of these programs, you will be ordered to Pensacola, Fla., for 17 weeks of aviation indoctrination training. You would study such subjects as theory of flight, principles of navigation, meteorology, aviation communication, and history, traditions, customs and etiquette of the U. S. Navy.

Your indoctrination training would be followed by basic flight training which would last about eight months. During this period, you would undergo more classroom study—this time in aerodynamics, engineering, meteorology, navigation, weapon systems and naval leadership.

At this stage of training, a student begins actual flight training and solos in the T-34 and T-28 single engine aircraft. He becomes proficient in formation flying, cross-country hops, night and instrument flying and learns to land aboard an aircraft carrier at sea.

After a student naval aviator completes basic training, he may apply for helicopter training and, if selected, he is sent to Ellyson Field, Pensacola, for advanced training in rotary-wing aircraft. This follows a 12-week schedule with about 80 hours spent in the classroom and an equal amount of time spent in the air.

The classroom schedule covers helicopter aerodynamics, communications, engineering, meteorology, recognition, survival and naval leadership. The flight training includes mastering the H-13 and H-34 choppers. After the student has successfully completed his advanced training, he is designated a naval aviator and, if he is in the naval aviation cadet program, is also commissioned ensign, USNR.—Ed.

### Cimarron Still Going Strong

SIR: In reading your Letters to the Editor section for the past six months concerning old ships and the shattering



**LARGE DEPOSITORS**—Crew of USS Cocopa (ATF 101) have given 112 pints of blood to Red Cross in Hong Kong and Japan since September 1965.

of one record or another, we, the crewmembers of USS Cimarron (AO 22), have been waiting for the opportunity to add our comments about the grandest old lady of them all.

On 20 Mar 1939, Cimarron was commissioned. Twenty-six years later, she has the distinction of being the oldest ship on continuous active duty. She has just completed a six-month deployment in the South China Sea, where she has provided support to the Seventh Fleet forces in Vietnam.

Cimarron has participated in refueling operations in both the Atlantic and Pacific since her commissioning. To the best of our knowledge, she has participated in every major operation in the Pacific since World War II and has refueled more ships than any oiler in the Navy.

Today, Cimarron continues to live up to her fine record. AO 22 left Long Beach on 10 Apr 1965. Since that date, she has steamed more than 48,000 miles and replenished nearly 400 ships.

During the eight months of her recent Pacific deployment, the Old Lady pumped over 43 million gallons of bulk fuel, acted as a transient receiving station for close to 500 men, and transferred a couple of thousand movies and tons of fleet freight for Seventh Fleet combat-

ants. She has supplied everything from pencils for MSOs, to fresh water for carriers.

Even though Cimarron is the senior lady of the Fleet, she keeps even with, or ahead of, the sleekest and latest models. We intend to keep her ahead.—D. L. H., YN3, USN. (USS Cimarron, and proud of it).

• Your reporting of Cimarron's activities provides an excellent thumbnail story of a truly remarkable ship. In the April 1965 issue of ALL HANDS, we asked if there were any ships in the Navy that could boast membership in the over-25 club other than Cimarron and her sister ship USS Platte (AO 24) which was commissioned on 1 Dec 1939. To date, there has been only one valid applicant—USS Constitution (IX 21). As her exec so correctly points out, to her, any ship with less than 100 years' service is still a boot. However, he does not claim 168 years' continuous service for her.

During World War II, the Korean conflict, and the current action in Vietnam, Cimarron has pumped a vast amount of black oil and aviation gasoline, and she continues to do so.

She and her crews deserve a special salute for service to the Navy since 1939.—Ed.

**THREE SAILORS** aboard USS Intrepid (CVS 11) recently received trophies as carrier's most physically fit men. With CAPT G. Macri are: Kenneth Giesow, SN, and Edward Ocas, TN, (tied for 1st), and Ron Holzman ABAN (2nd place).







## SERVICSCOPE



EMERGENCY CALL is plotted on chart at Rescue Coordination Center. Rt: Weather is important in rescue operations.



NEW CUTTER *Hamilton*, launched in December, will be used for long range rescue operations. Below: Coast Guardsmen help Cuban refugees to Key West.



# U. S. Coast

**M**ORE THAN 15,000 people—plus a small herd of buffalo driven to safety from the flooding Mississippi—would have to agree that the past year was one of the biggest lifesaving years in the history of the United States Coast Guard.

The total, of over 15,000 persons "saved or rescued from peril," was announced in an annual report by Admiral E. J. Roland, the Coast Guard Commandant. The report also mentioned nearly 1.9 billion dollars worth of property saved during the year. This August the USCG will celebrate its 176th anniversary.

Contributing to the high totals were the small boat exodus of refugees from Cuba, Hurricane Betsy and the springtime floods along the Mississippi. In addition, on the other side of the world, 17 of the Coast Guard's 82-foot patrol boats were on duty off Vietnam, helping to choke off the flow of supplies from the north to Viet Cong units in the south. They sank several Viet Cong junks and supported ground action by South Vietnamese and U. S. troops.

In the fall of 1965, during the Cuban exodus, Coast Guard air and surface units patrolling the Straits of Florida were confronted with a major emergency.

Hundreds of small craft of all types undertook the hazardous journey from the U. S. mainland to the

**ALL HANDS**





STRANDED MAN is lifted to helicopter during Louisiana flood. Right: Battle gray cutter searches Vietnamese junk.

# Guard Has a Busy Year Ahead

small Cuban fishing port of Camarioca to pick up refugees. Most of them were unsuited to operation in the treacherous Florida Straits. Coast Guard aircraft, in cooperation with surface units, kept close watch over these waters, alert for any emergency. This was in addition to normal search and rescue activity in the southern Florida waters.

Working around the clock, the Coast Guard assisted approximately 3000 persons in an operation reminiscent of the "matchbox fleet," which pulled nearly 1700 allied soldiers out of the English channel during the World War II Normandy invasion.

**A**LSO IN September 1965, Coast Guard rescue facilities were put to a stern test when Hurricane Betsy slammed into the southeast, centering her fury around New Orleans. By the time the storm had spent itself 11 Coast Guard helicopters had evacuated 1144 persons, transported 22 doctors, and flown 140 sorties.

By small boats and vehicles, men of the Coast Guard Base at New Orleans evacuated 3600 persons and transported approximately 100 tons of food, water and medical supplies. At its supply depot in New Orleans, the Coast Guard helped more than 8000 persons from flooded areas.

A good example of the Coast Guard's work in Hurricane Betsy involved a party of blind persons

stranded on a rooftop. To reach them, a Coast Guard helicopter pilot had to make a dangerous landing on the roof. The operation was carried out without a hitch.

Said the pilot later: "The courage of this group struck me because of their orderliness and patience as we lifted them by basket into the helicopter. They were the easiest load that we picked up that entire day."

**A**PPROXIMATELY 800 rescues took place during the disastrous floods in the spring of 1965 when the rain-swollen Mississippi and its tributaries rampaged over the adjacent countryside. Coast Guard helicopters and small boats labored tirelessly to bring stranded men, women and children to safety. In one hectic operation, Coast Guardsmen herded buffalo to safety, evacuated flood victims, transported workers, medicine and food, and helped parents salvage their children's Easter basket.

The Coast Guard saved additional scores of people in 1965 through its Automated Merchant Vessel Reporting Program (AMVR), a computerized search and rescue operation, centered in New York City. In the summer of 1965, AMVR was extended to the Pacific Ocean area. Headquarters for the western phase of AMVR are in San Francisco, Calif.

As part of the Coast Guard's ex-

panding oceanographic program, the icebreaker USCGC *Northwind* (WAGB 282) carried out a five-month study of the little known Kara and Barents Seas, in the Arctic Circle.

The ship carried marine scientists of the Coast Guard's Oceanographic Unit in Washington, D. C. For the first time, they had an opportunity to secure important information on the nature, structure, and history of this remote area. The data they obtained will be made available to marine research centers of the world.

Under a 1965 agreement between the Navy and Treasury Departments, five Navy icebreakers will be transferred to the U. S. Coast Guard, making it the chief icebreaking agency for the federal government. The agreement will be carried out over a 16-month period which began with the transfer of USS *Edisto* (AGB 2).

Meanwhile, plans to modernize the Coast Guard's surface fleet went briskly ahead with the launching of the 210-foot medium endurance cutter *Active*, and three new 175-foot buoy tenders—*Red Wood*, *Red Birch*, and *Red Beech*. In December 1965, the Coast Guard launched its first new "Secretary" class cutter, the 378-foot *Hamilton*. She will be a high endurance cutter, incorporating many advanced features.

Altogether, 1965 was a memorable—and busy—year for this small service of 32,000 men, 1966 will be too.

# SERVICSCOPE

Brief news items about other branches of the armed services.

VIETNAM is an everyday consideration at the U. S. Army Aviation School in Fort Rucker, Ala. Nearly 700 veterans of Vietnam action now serve as staff and faculty members at the school, where they are training other Armymen for duty in Southeast Asia.

Recent increases in quotas will amount to 5000 officers, warrant officer and warrant officer candidate trainees and 24,000 enlisted trainees each year. Courses range from helicopter and fixed wing flight training, maintenance and safety specialist courses to specialty courses for medical officers. All courses, where appropriate, are oriented directly to the tasks and environment in Vietnam. This continuing emphasis reduces to a minimum the burden of training men once they arrive in the area of conflict.

Since the helicopter's role has become so important in Vietnam, the Fort Rucker school has increased its annual output of helo pilots from 1150 to nearly 3500. Training of aviation mechanics has increased from about 12,000 to 24,000 a year.

About 70 per cent of the newly graduated Army aviators are warrant officers. The helicopter pilot course for warrant officer candidates consists of a four-week indoctrination period, 16 weeks of primary training at Fort Wolters, Texas, then 16 weeks of advanced training at Fort Rucker. The entire 36-week fixed wing aviator course is conducted at Fort Rucker.

Enlisted mechanic courses include practical exercises oriented to duty in Vietnam. Besides mechanics, certain students undergo tactical field training in gunnery, in-flight duties of a crew chief, maintenance of helicopter weapons systems and other subjects. The en-

**BIG LIFT**—Navy *Skyraider* gets lift to repair facility via Army helicopter. Engine was removed to lighten load.



listed mechanic learns these tasks over and above the strictly maintenance duties he can expect to perform in Vietnam.

Other training, such as malaria discipline, is part of all environmental instruction.

For a large number of Fort Rucker students, Vietnam is the next stop.

★ ★ ★

A SMALL NUMBER of medical doctors will be selected each year to be trained as pilots under a new Air Force program. The program was devised to meet a need for dual skills in aeromedical support, teaching and research.

Four Air Force medical officers have already entered pilot training and two physicians will be selected annually for future training. Also, a small number of young former pilots recently graduated from medical school have been returned to pilot status.

After completing the 12-month basic pilot training, each pilot-physician will be qualified in a tactical fighter aircraft and will be assigned to a fighter unit for at least two years.

When he completes this tour of duty, the pilot-physician may apply for further training at the USAF Aerospace Research Pilot School, or he may be assigned to a position in direct support of manned aerospace programs.

★ ★ ★

MORE THAN 275 U. S. military nurses are now serving in Vietnam. The Army has more than 200 there, the Navy 39 (including 29 aboard *USS Repose* (AH 16)) and the Air Force 37. These figures do not include flight nurses aboard air evacuation planes.

The majority of the Army nurses are assigned to the larger medical facilities. They perform a variety of duties ranging from head nurse or staff nurse with a medical or surgical nursing unit to assignment with specialized medical or surgical treatment teams.

The Army's first group of 13 nurses arrived in Vietnam in March 1962 and were assigned to a field hospital in Nha Trang. Five more nurses were assigned to a dispensary which opened in October 1964 at Soc Trang. With the buildup of American forces in 1965, more hospitals were equipped and staffed.

The Army Nurse Corps in Vietnam is headed by Lieutenant Colonel Margaret Clarke. She was recently awarded the Air Medal.

Since 1955 men have served in the Army Nurse Corps. Consequently, for the first time, Army nurses are serving with major combat organizations. The First Cavalry Division (Air Mobile) has five male nurse anesthetists and the 101st and 173rd Airborne Brigades each have one.

Eight Navy nurses are assigned to the hospital at the Navy Support Activity in Saigon. In March this facility will be transferred to the Army. Two Navy nurses are attached to the Medical Advisory Team at Rach Gia, as part of a civic action group which assists and trains Vietnamese medical teams.

The first 17 women Air Force nurses were assigned last February to the 12th Air Force hospital at Cam Ranh Bay. Twenty male Air Force nurses are stationed at various Air Force dispensaries throughout Vietnam.

ALL HANDS



# TODAY'S NAVY

## Buildup in Vietnam

At Cam Ranh Bay in South Vietnam a pier juts 600 feet out into the water, marking the location where soon there will be a major advanced base deepwater port. A few yards away warehouses (soon to be completed) will furnish storage space for incoming equipment before it is shipped on to U. S. troops. Nearby, a recently completed air field will provide for rapid transportation of men and supplies.

The Cam Ranh project is only one example. Military construction in South Vietnam has moved into high gear.

Construction in Southeast Asia has been the responsibility of the Navy's Bureau of Yards and Docks since 1956. In the decade since, BuDocks has spent more than \$250 million for projects such as tactical airfields, tele-communications systems, roads, bridges, waterfront structures, hospitals and fuel storage facilities.

Today, because of the greatly increased U. S. commitment there, BuDocks plans to spend an additional sum—in a much shorter period of time. At present there is a civilian contractor work force in South Vietnam exceeding 26,000 men, most of whom are Vietnam nationals.

Projects already completed include an aircraft control and warning facility on a mountaintop near DaNang air base. The bureau also contracted for a concrete and asphalt runway to accommodate fighter/bomber aircraft there.

Later, to keep abreast of aircraft support requirements in the northern sector of South Vietnam, an additional air facility was constructed at DaNang East, and is now known as the Marble Mountain Air Facility.

Previously at Bien Hoa, BuDocks arranged for the construction of a major jet military airfield. Before its completion, jets could only operate from Tan San Nhut airport at Saigon.

Another facility, built under the Military Assistance Program in 1964, is located at Can Tho.

Today, work is progressing or has been completed on airfield complexes at Chu Lai, Qui Nhon, Nha Trang, and Pleiku.

## SecNav Reports on Navy Reorganization

Secretary of the Navy Paul H. Nitze reported at a briefing on 7 March that his proposals for the reorganization of the Department of the Navy have been approved by the Secretary of Defense.

"This reorganization," he stated, "will increase the breadth of authority and responsibility of the Chief of Naval Operations under the continuing direction of the Secretary of the Navy, and will strengthen the management of the Navy's material support organization."

"The purpose of the reorganization," SecNav Nitze stated, "is to enable the Navy to carry out more effectively its functions of preparing naval forces for assignment to unified and specified commanders and developing and producing the manpower and material resources to support naval forces."

Under the reorganization the Office of the Chief of Naval Operations will not be affected directly. However, CNO, in addition to having the operating forces of the Navy under him, will exercise command over the Chief of Naval Material, the Chief of Naval Personnel, and the Chief, Bureau of Medicine and Surgery.

The Bureau of Naval Personnel and the Bureau of Medicine and Surgery will continue operating under their current titles. The other bureaus will be "restructured" into functional commands.

The principal elements of the Plan, SecNav Nitze stated in his briefing, are as follows:

- A restructuring of the *bilinear* organization into a *unilinear* framework, by placing the Navy's material, medical and personnel supporting organizations under command of the Chief of Naval Operations.

- A "reconstitution" of the Naval Material Support Establishment as the Naval Material Command.

- A restructuring of the components of the new Naval Material Command into six functional commands

(instead of four material bureaus) as follows:

1. Air Systems Command
2. Ships Systems Command
3. Electronics Systems Command
4. Ordnance Systems Command
5. Supply Systems Command
6. Facilities Engineering Command

The reorganization will not affect the internal organization of the Marine Corps nor disturb the traditional relationship between the Chief of Naval Material and the Commandant of the Marine Corps.

The Secretary of the Navy stated that, in addition to improving overall coordination of the Navy's support activities in the areas of material, medicine and personnel, he expected the new organization to accomplish the following purposes.

- Affirm and strengthen the systems management approach to weapons development and acquisition.

- Reinforce the management strength of the functional organizations under the Chief of Naval Material; achieve more balanced and efficient spans of control; and give more emphasis to ordnance and electronics.

- Centralize and improve the coordination of RDT&E (Research, Development, Test and Evaluation) management.

- Place more emphasis on the logistic support and maintenance of weapon systems.

- Increase the efficiency and economy of the Navy's material organization by exploiting opportunities for consolidation of common services.

It is expected that the reorganization will be effected under the authority vested in the Secretary of Defense by law. SecNav Nitze stated the Navy reorganization is the result of a long period of study and is concurred in and supported by the Chief of Naval Operations and the Commandant of the Marine Corps. Subject to the concurrence of the Congress, this reorganization will be effective on 1 May 1966.



ANGLED DECK CAKE is cut by plankowners during USS America's first birthday party while off the Riviera.

### America Cuts a Cake

On their ship's first birthday, the crew of USS America (CVA 66) honored the officer and enlisted man voted to have contributed the most to the success of the first year's operations.

The anniversary was celebrated off the French Riviera, where the 77,600-ton ship is serving with the Sixth Fleet. Highlight of the observation,

which included a Marine drill team performance accompanied by the COMCARDIV Two band, was the first presentation of the Catherine T. McDonald Award. Established by the ship's sponsor, who is the wife of the present Chief of Naval Operations, the award is to be given annually to one officer and one enlisted man who contribute most to the operational readiness and efficiency of the carrier America.

Cited for the first year were Lieutenant Commander Selby B. Riggs, USN, the ship's first lieutenant, and Senior Chief Commissaryman William H. Barker, who has charge of the ship's galleys in which over 15,000 meals a day are served.

Also in the spotlight were the officer and enlisted plankowners of longest standing—one of whom is America's CO, Captain Lawrence Heyworth, Jr., USN. The plankowners had first cut at a 774-pound, eight-layer cake shaped as a replica of America.

The attack carrier was commissioned on 23 Jan 1965 and is now homeported in Norfolk, Va. She commenced her initial deployment with the Sixth Fleet in December 1965, having previously completed two cruises to the Caribbean for operational readiness inspections. America is currently serving as flagship for COMCARDIV Two and Commander Task Force 60.

### Guam's Magazine is a Daily

As it has at other U. S. naval bases in the Pacific, the pace of activity has increased perceptibly in Guam and the increase has been especially evident at the naval magazine which keeps busy from 10 to 12 hours a day, seven days a week.

For everyone concerned, the work is no picnic. The magazine's drivers cover between 250 and 300 miles each day jockeying their 20-ton loads of bombs along the 26 miles of heavily traveled road between the ammunition pier and the B-52 bomber base.

Despite what might be described as an explosive situation, there has never been a serious accident with explosives at the magazine. This is no coincidence for extraordinary care is exercised and constant inspections are made to eliminate any situation that could conceivably cause an accident.

It's a rough life for everyone at the magazine from the Seabees who maintain the station's unpaved roads and clear the magazine's firebreaks to the carpenters who must practically rebuild the bomb trailers several times a week to compensate for the hard use they receive.

Like everyone else at the base, however, the men at Guam's naval magazine are willing to work their long hours to support the fighting men in Vietnam.

## Observation Lab Probes Underwater Going-On in Antarctic

Most people think of test tubes and Bunsen burners when scientific research is mentioned. But in Antarctica, a different kind of research

is taking place—in a hole in the ice.

A watertight underwater observation laboratory was recently lowered for the second time through the ice at McMurdo Station to allow scientists to view ice formations and study the habitat of the Weddell seal.

The chamber was also used to investigate Antarctic sea life, which, in sharp contrast to the barren land above it, is the most abundant food- and life-producing area in the world.

The laboratory used is a five-foot-wide chamber, large enough for two men. Access to it is through a large tube which is anchored to the ice above the water level. The chamber can reach a depth of 30 feet.

Before the lab was lowered into place, a hole eight feet square and 11 feet deep was cut through the

ice with chain saws and dynamite.

The chamber was to remain under the ice as an observation post until the ice began to break up.







CONVERTED TRUCK serves as roving small stores to San Diego naval activities.

### Roving Small Stores

Small Stores are on the go-go in San Diego, where a Navy gray two-ton van serves as a branch store to outlying naval activities.

The truck was converted for use as a mobile Small Stores outlet, with the rear section equipped with a counter and platform with steps. The mobile unit carries a regular stock of sea bag items, and also takes special orders. Once a week it visits activities which do not have a Clothing and Small Stores outlet.

Convenience is the idea behind the new service. Approximately 1500 sailors will benefit from it initially, saving considerable time required to travel to established outlets.

The innovator, Commander E. G. Schweizer, SC, USN, Supply Officer at Naval Training Center, San Diego, anticipates that the service will be extended to also include pier stops for the benefit of small ships which do not carry a Small Stores facility.

### Point Mugu and YOP

The Navy's Point Mugu missile base tried an experiment last summer. As part of the Youth Opportunity Program (YOP), about 80 students from low income families were hired to work on the base.

In the beginning, some of the project's supervisors were less than enthusiastic. This was the type of student who wasn't doing well scholastically, they said, and if they couldn't or wouldn't learn at school, why should they at work? Further-

more, they'd probably have trouble fitting in with the other workers. If no more than 10 per cent could make the grade, the supervisors felt, the program would be a success.

As the summer progressed, however, everyone concerned was happy to note the changes that came over the students. Work attitudes, dress habits and personality traits improved as they mixed with and learned from the other employees. As it turned out, about 80 per cent—not 10 per cent—of the students were favorably influenced by their experience.

By summer's end, those who decide such things at Point Mugu, had concluded that:

- The experiment was not only basically sound but it was a fine idea.
- Most of the participants were hard-working and were willing and eager to learn from their fellow employees.
- It might be a good idea to hire some of them on a permanent basis.

Because of the summer's success, Point Mugu decided to hire some 30 students in conjunction with the back-to-school phase of the Youth Opportunity Program. And, so far, the results are a near repeat of the summer.

Of course, the naval station could employ many students just to pull weeds and clean up the base. But this would hardly be in keeping with the idea behind the program. Therefore, the students are receiving on-the-job training in data processing



SPEED MINDED crewmen of USS Kitty Hawk look over supplies in hobby store for their ship's slot car track.



machine operations, office skills, various shop trades and general maintenance.

During this phase, the students receive up to 15 hours of part-time work each week. They receive school credit for their participation in the work program and, in addition, are paid \$1.30 per hour. However, before a student is hired, he must agree to maintain his grade average and continue in school until graduation.

And how do the once-sceptical supervisors feel about it all? They're looking forward to continuing the YOP program next summer.



READY—Para-rescue team prepares to board plane for jump. Right: Team member makes way over top of glacier.

## Para Rescue: Navy Men Can Do Anything

**I**N THE EARLY DAYS of Antarctic exploration, survivors of air mishaps had to depend on good fortune and little else for their eventual rescue.

In today's Navy, however, that good fortune comes in the guise of brightly colored uniforms floating down from the clouds into areas inaccessible by other means. These uniforms belong to the men of Air Development Squadron Six's Para-Rescue team in Operation Deep Freeze.

Their mission—to provide aid to downed aircraft crewmen and passengers, and members of surface traverse parties faced with hazardous situations.

To keep in shape for any eventuality, the members of VX-6's Para-Rescue team recently completed one of the most unusual survival schools in existence—several days of actual

movement across crevasse regions and barrier ice and camping in a real Antarctic storm.

Instructing the students were three members of the Federated Mountain Climbing Clubs of New Zealand. They are men with rugged climbing experience who donate their vacation time to training the Navymen and scientists of Operation Deep Freeze.

The frigid classroom training was a necessity for the rescue team. Past emergencies in 10 previous Deep Freeze operations have demonstrated a need for getting aid to distressed persons, who may be isolated for days due to adverse flying weather or positioning in places where terrain prohibits aircraft landings.

A para-rescue team can be dropped both in poor weather conditions and near the site of a mishap where



ROPE ELEVATORS are used in entering crevasses. Below: Climbers start up crevasse; take welcome hot coffee break.





the members can make their way overland to pick up the survivors.

**A**NTARCTIC TERRAIN is wicked, even for an experienced climber. There are many jagged mountain ranges, some ascending over 16,000 feet. Even in flat-looking ice plateaus, wide, deep crevasses appear, sometimes hidden by treacherous snow bridges. Pressure points on the slowly moving ice shelves heave up ice-block barriers that prohibit passage to all but a well-trained, well-equipped rescue party.

Considering that a rescue party may have to pass these barriers to reach a distressed person and get him out, the training emphasized some fine points of mountaineering. Cutting snow and ice steps and the use of crampons (a frame with spikes, attached to boots) and pitons (pegs driven into rock or ice for support—often with an eye for threading a line) in scaling steep ice slopes were taught.

Two-men-on-a-line traversing and belaying (stopping the fall of your partner) both in level traverse and on slopes were more than practiced—they had to be used on several occasions.

Rappelling, a knack necessary to get down into a crevasse, and the one- and two-man prussic loops used in lifting, were prime fields of in-



**MUSH!**—Visitors to Antarctica ride sled between summer and winter camps of Plateau Station. They are, from left: RADM F. E. Bakutis, ComNavSupForAntarctica; RADM H. A. Renken, ComServLant; and CAPT S. R. Smith, ComCBLant. The three were on an inspection tour of Antarctic activities.

struction during the practice mission.

To train for Antarctic survival, the rescue team was outfitted with regular issue Antarctic clothing. Food consisted of high protein oatmeal and survival ration meat bars.

During the exercise, the men had to cut and shape ice blocks for igloos and live in them for over 24 hours. The weatherman added realism by providing an Antarctic storm.

Comments of the students during the after-class critique ranged from

"never again," to "the greatest experience of my career." But one thing is certain—the men traversing and camping on the cold continent today are confident that a fast rescue is possible, thanks to the generosity and experience of the New Zealand instructors and their Para-Rescue team students from VX-6.

The lessons learned during these Antarctic schooldays may one day pay off in the saving of a life.

—Lee Quinn, JOC, USN

### Slick Job in Iceland

Iceland, which is only some 2300 miles northeast of New York City, is a showplace of nature with its glaciers and precipitous mountains.

Because of its natural beauty and an abundance of fish and game, Iceland has become a visiting place for tourists and sportsmen whom you will find exploring Iceland's interior by airplane, jeep, horseback or simply on foot.

There are times, however, when the would-be explorers overestimate their capabilities and have to be rescued. This job falls to Icelandic search and rescue teams which are, at times, augmented by men from the Iceland Defense Force.

Many U. S. Navy men stationed in this area are members of the Iceland Defense Force, and it is commanded by a Navyman, Rear Admiral Ralph Weymouth, USN.

As in other parts of the world, search and rescue requires specialized skills, and Iceland's precipitous terrain makes training an even more

desirable factor for search and rescue teams than would be true in many locations with friendlier geography and more benign climates. To keep in practice, Icelandic and U. S. components get together periodically to practice their techniques, thus insuring that things will go smoothly when the next emergency arises.

A recent training exercise was held on one of Iceland's smaller glaciers when a group of men from the Defense Force joined a search and rescue team of Icelanders in an expedition which formed at Iceland's capital of Reykjavik.

Five hours after leaving the capital, the party set up its base camp at the foot of Eyjafjalla, a glacier on Iceland's south coast, and spent the remainder of the day checking equipment and learning facts and figures concerning the glacier they were to climb.

The next morning, the expedition began the ascent of the glacier to reach the point where a test-case lost

traveler had been spotted.

The traveler, in this case, was a U. S. pilot who had been landed on the ice to test survival gear the previous day. He was to remain on the glacier to give the search and rescue teams an objective for their exercise.

During the ascent, F-102 jets from the 57th Fighter Interceptor Squadron of the Iceland Defense Force located the survivor and radioed his exact position to the rescue teams which worked their way toward their target with the aid of ropes, crampons and ice axes.

Cooperation between the Icelandic and U. S. search and rescue teams is particularly important to U. S. forces located in Iceland for, although lost or injured travelers are the most frequent objects of search, there is always the possibility of a pilot being downed in the country's interior or in the frigid waters of the North Atlantic. Since there is little room for error, search and rescue teams in rugged Iceland must be in top form.



HERE THEY COME—Busload of college students walks up gangway to Kearsarge dance. Rt: Couple admires cake.

## 'A Good Time Was Had By All'

**H**ow do you have a good time on Saturday night—aboard ship? Ask the men of *uss Kearsarge* (CVS 33), and they'll tell you—invite a group of college girls to a party.

The *Kearsarge* Navymen were host to over 300 students of Santa Monica City College and Marymount College at a dance which bore an unusual nautical theme—it was held on the 894-foot carrier's hangar deck.

Planning the social gathering required little of the *Mighty Kay's* men. Both faculty members and students of the two colleges enthusiastically accepted the invitations to visit the ship for the crew's party. In addition, 15 members of SMCC's Coro-

nettes, an all-girl drill team, volunteered to help provide the evening's entertainment.

Fifty men students and their dates from SMCC accompanied the coeds to the ship.

Decorations for the dance included signal flags and pennants hung in the forward hangar bay. The carrier's bakers turned out more than 3000 doughnuts and a 50-pound cake.

The Coronettes arrived at the ship in time to dine with the crew. After the meal, they went on a tour of the hangar bays and enjoyed a ride up to the flight deck on an aircraft elevator.

As the buses from the two colleges

arrived, *Kearsarge* men formed a reception line and escorted their guests to the forward hangar bay.

Two bands—a professional group and *Kearsarge's* combo, The Trips, provided music for the dance. The Coronettes performed a brief song and dance skit on stage, and gave several college cheers for the ship.

During the dance, tours of the flight deck were arranged for those wanting to get a breath of fresh air or a look at the magnitude of the "dance hall."

So far as the Navymen—and the girls—were concerned, the evening was a success. As one coed put it, "We never realized what sort of people there are in the Navy. They seem to have come from everywhere and have traveled everywhere. The evening couldn't have been more interesting."

And that's just what the Navy was trying to show. According to *Kearsarge's* executive officer, "We want our men to be active in local community affairs and to feel they are definitely part of the citizenry. One way is to have them meet the people, either here in the ship or at their various functions. After all, the principal thing we're trying to achieve is the understanding that our men are actually the hometown boys away from home."

So the sailors aboard *Kearsarge* are improving community relations, and having a good time doing so. That makes for a fine Saturday night.

DANCE FLOOR—Signal flags decorated hangar deck for Kearsarge's dance.







KEARSARGE SAILOR and guest share a joke on sidelines of dance floor. Rt: Dancing continued throughout evening.

### Igloo on Flight Deck

**U**SS SHANGRI LA (CVA 38) has an igloo on its flight deck.

A huge igloo-shaped bubble, originally designed for use with outdoor swimming pools, has been adapted to the carrier during the installation of new flight deck planking so work can continue despite the weather.

The structure is made of vinyl-covered nylon. When inflated, it is 22½ feet high, 45 feet wide and 75 feet long. The bubble affords a working area of approximately 2800 square feet. It is supported by air pressure from a heater and a blower.

Two airlock entrances have been built. One is a door for workers, the other accommodates the fork lifts which transport materials in and out of the bubble.

For emergency exit, should it collapse, the bubble has four zip-pers.

The igloo experiment was originated by Philadelphia Naval Shipyard officials in an attempt to find faster and improved methods of installing aluminum-clad deck plating. The translucent igloo is designed to withstand high winds, repel up to an inch of water and provide the regulated temperature, proper moisture control and working environment required for the deck panel installation.

The panels consist of a sheet of hickory plywood, covered with neoprene rubber. The entire upper surface is covered with quarter-inch

aluminum. The panels have pre-drilled hold-down fittings and stud screws for securing them to the deck.

Once the panels are installed, an epoxy resin glue is pumped beneath the hickory plywood to bond the panel permanently to *Shangri La's* flight deck. With the igloo over the area, it is possible to maintain the 70-degree temperature necessary for the glue to harden properly.

The area to be covered by the new planking includes most of the landing area on the flight deck up to the port elevator, and a patch on the after end of the flight deck.

It is estimated that the igloo will be moved eight times before the installation is complete.

The new deck surface will be lighter, more durable and less of a fire hazard than its wooden pre-

decessor. And it will give *Shangri La* a flight deck as modern as any in the Fleet.

### F-111 Is Passing Tests

The ninth F-111 variable sweep jet fighter has attained flight status. With the completion of its test flight at Peconic River in New York, this marked the 311th test flight in the bi-service aircraft program.

This brings the total flight time for the nine F-111 test aircraft to 443 hours and 55 minutes.

Six Air Force F-111A aircraft have flown 260 times for a total of 371 hours and 45 minutes.

The Navy's F-111B aircraft now have 51 flights to their credit with a total time of 72 hours.

Of the 311 flights, 95 of them have been supersonic.

DINNER GUESTS were members of SMCC's drill team, the Coronettes.



# THE BULLETIN BOARD

## New GI Bill Offers Educational, Home Loan and Other Benefits

**A** NEW GI BILL, providing educational, home loan and other benefits, has been signed into law.

The benefits, contained in Public Law 89-358, apply to veterans of the armed services who have served on active duty for more than 180 days since 31 Jan 1955. Unlike previous GI Bills, the new law permits personnel who have served on active duty for two years to use the educational and home loan benefits while still on active duty.

Here is a summary of the benefits provided by the new law:

### Education

The benefit consists of a monthly educational allowance paid on the basis of one month of financial assistance for each month of active service up to a maximum of 36 months. The rates, contained in the accompanying table, vary from \$50 a month for a half-time student with no dependents to \$150 a month for a full-time student with two dependents or more.

Personnel who have been on active duty for two years or more may receive an allowance payable at the rate of \$100 for full-time study, with proportionately smaller amounts for less than full-time study or the cost of tuition and fees—whichever is less.

Full-time training is defined as 14 semester hours for college or university training or 30 hours of classwork per week for trade or technical school training.

Authorized training includes secondary or high school, college or university, correspondence school, business school, junior college, professional schools, vocational schools, and scientific or technical institutions.

The monthly allowances will only be paid for periods during which the student is actually enrolled in a course of study. The allowance will not be payable until after 1 Jun 1966, and will cover only training undertaken on or after that date.

Veterans will have eight years after their discharge or release from active duty in which to complete their training. No educational as-

sistance will be paid after eight years from the date of the veteran's last discharge. (Those discharged before 1 Jun 1966 will have their eight-year period computed from 1 Jun 1966.)

These are the eligibility requirements:

- Service on active duty for more than 180 days.

- Qualifying service must be after 31 Jan 1955. (Time spent on active duty while a midshipman at the Naval Academy, while studying full-time at a civilian institution, under an enlistment in the Naval Reserve under 10 USC 511(d)—four-month active duty Reservist—or while on active duty for training does not count as "active service" for the purposes of qualifying for or earning educational benefits.)

- If discharged or released from active duty, the circumstances must be "other than dishonorable." (The Veterans Administration decides, on a case-to-case basis, which discharges are "dishonorable." A General Discharge, an Undesirable Discharge, or a Bad Conduct Discharge may be considered as "dishonorable"—depending upon the individual case—for purposes of entitlement to these benefits.)

- If not discharged or released from active duty, personnel must have spent two or more years on

active duty to qualify for benefits while on active duty.

Personnel who have used educational benefits under a previous GI Bill will have their earlier usage deducted from any entitlement under the new law.

### Home Loans

Loan guarantees are provided for home and farm loans of up to \$7500.

In areas where private financing is not available, direct loans of up to \$17,500 for home and farm loans are provided.

The present *maximum* interest rate set by law for loans—either direct or guaranteed—is 5½ per cent. A fee of no more than one-half of one per cent is charged by the VA for loans guaranteed or made. The amount of the fee may be included in the total loan amount.

Eligibility requirements for loan benefits are the same as those for educational benefits.

Loan guarantee benefits expire 10 years after discharge or release from active duty, except that each three months of active service beyond 31 Jan 1955 will entitle a man to an additional year of entitlement—up to a maximum of 20 years.

Entitlement to direct loans expires 31 Jan 1975.

### Eviction Protection

The Soldiers and Sailors Civil Relief Act has been amended to provide that persons who were renting homes or apartments for \$150 a month or less when taken into the service are protected from having their dependents evicted without a court order while in the service. Previously, only personnel renting homes for \$80 or less per month were protected.

### Domiciliary Medical Care

Veterans who cannot afford needed domiciliary care may receive such care at VA hospitals even though their injuries or disabilities are not service-connected—provided facilities are available.

### Burial Flags

The Veterans Administration will

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"Boyl Am I glad he was on our side."



furnish a flag to drape the casket of a deceased veteran.

#### Certain Diseases

Certain chronic or tropical diseases contracted by veterans are to be considered as service-connected in qualifying for disability/compensation.

#### Federal Employment Preference

Personnel who have served more than 180 days on active duty since 1 Jan 1955 and who have been honorably discharged may receive preference in federal employment.

Qualified veterans will receive five points toward qualifying for federal employment. Previously, only veterans who had received the Vietnam Service Medal or the Armed Forces Expeditionary Medal could receive this five-point preference.

Preference applies to appointment, retention and reemployment in the classified and unclassified civil service.

#### Job Counseling and Employment Placement

These benefits are extended to veterans who have served since 31 Jan 1955.

The Department of Labor has assigned a veterans employment representative to each state to assist in finding employment for veterans and to maintain regular contact with employers and veterans' organizations to provide maximum job opportunities for veterans.

#### Navy Wives May Qualify As Teachers at Dependents Schools

Wives of Navymen overseas who have had previous teaching experience and want to return to classroom jobs will be interested to know that the Department of Defense Dependents Schools System overseas has openings for teachers for the 1966-67 school year.

Approximately 2000 recruits will be needed to staff Army, Air Force and Navy dependents schools throughout the world. Basic qualifications require applicants to have a bachelor's degree, 18 semester hours of professional teacher education, two years of successful full time teacher or administrative experience by June of 1966, be at least 21 years

#### Educational Benefits Rates

| Institutional Training | Dependents |       |           |
|------------------------|------------|-------|-----------|
|                        | 0          | 1     | 2 or more |
| Full time              | \$100      | \$125 | \$150     |
| 3/4 time               | 75         | 95    | 115       |
| 1/2 time               | 50         | 65    | 75        |
| Cooperative Training   | 80         | 100   | 120       |

(Cooperative training means a full-time program of education consisting of institutional courses and alternate phases of training in a business or industrial establishment which supplements the institutional courses.)

of age and a citizen of the United States.

Elementary teachers particularly are in demand. Secondary teachers, librarians, counselors, teachers of the physically handicapped, the mentally retarded and children in need of remedial reading will also be in demand.

Teachers receive free government quarters or a housing allowance, although this would be obviated in the case of Navy wives. An additional post differential from 10 to 25 per cent is also paid in some areas. Transportation costs plus expenses are also paid to teachers going to overseas locations from the United States.

Schools are located in the following areas: Iceland, Labrador, Newfoundland, Bermuda, Guantanamo Bay, Cuba, Trinidad, Azores, Korea, Japan, Okinawa, Philippines, Taiwan, Midway, England, Scotland, France, Germany, Italy, Sicily, Spain, the Netherlands, Norway, Denmark, Crete, Libya, Turkey, Asmara, Ethiopia, Morocco and Pakistan.

Application blanks and further information for those interested may be obtained from Office of the Secretary of Defense/Manpower, Room 3D268, Pentagon, Washington, D. C. 20301.

#### Are You Eligible for E-4?

• **SPECIAL EXAM**—Because of the shortage of qualified third class petty officers in many ratings, a special Navy-wide examination for advancement to E-4 will be held on Tuesday, 10 May 1966.

This means that, in addition to those newly eligible candidates, Navymen who passed February's exam (but were not advanced) and those who failed will have an extra crack at making E-4. It also gives Navymen who were ineligible for February's test a chance at the higher rate. It goes without saying, however, that everyone must be eligible for advancement to third class at the terminal eligibility date (16 Aug 1966).

Before you take an advancement examination, you normally are required to complete certain training courses, practical factors and performance tests at least one month before the test. But because of the date, you have until one day before the exam (9 May) to complete the mandatory requirements.

If you already have passed the requirements for third class, you need only wait until the exam. And if you are among those selected for advancement, you will be third class as of 16 August, 16 September or 16 October 1966.

For details on this special advancement exam, see BuPers Notice 1418 of 21 Jan 1966. All eligible personnel are urged to take advantage of this additional opportunity for advancement. So, take a hard look at your study habits and, above all, take the exam.



"I don't care how James Bond does things ..."

## Check These NECs

| NEC   | Function   | Source Ratings | NEC  | Function                              | Source Ratings |
|---|--|----------------|--|---------------------------------------|----------------|
| TELETYPE REPAIRMEN (Revises and replaces RM-2342)                       |  |                | CAREER INFORMATION COUNSELORS (Revises and replaces 9587 through 9589) |                                       |                |
| RM-2342   | Teletype Maintenance Mod 28  | RM, CT         | 9587   | Recruiter/Counselor                   |                |
|   | TT70A and UGC-5  |                | 9588   | Career Counselor                      |                |
| RM-2343   | Teletype Maintenance   | RM, CT         | 9589   | Career Information Team Member        |                |
|   | TT-299A/TT-298 series  |                | New NECs:  |                                       |                |
| RM-2344   | Teletype Maintenance Mod 28  | RM, CT         | FT-1139  | AN/SPS-48                             | FTM            |
|   | TT70A, UGC-5 and TT-299A/TT-298 series   |                | ET-1501  | Basic Electronics Maintenance         | ET             |
| AVIATION ASW TECHNICIANS (Revises and replaces AX-6526 through AX-6531) |  |                | ET-1542  | KG-14                                 | ET, RM, CT     |
| AX-6523   | Jezebel. Maintain AN/AQA-3, 4 or 5   | AX, AT         | RM-2395  | Trapa-Scatter Equipment Operator      | RM             |
| AX-6526   | Magnetic Airborne Detection Equipment  | AX, AT         | AT-6609  | A-4C/E Systems                        | AT             |
| AX-6527   | Airborne Sonar. Maintain AN/AQS 10 and 13  | AX, AT         | AE-7166  | Jet Test Cell Maintenance, Electrical | AE             |
| AX-6529   | Jezebel/Julie. Qualified for AX-6523 and to maintain Julie AN/ASA-20 or 26 and Sanabuay Receiver AN/ARR-52 or 58 | AX, AT         | 8267   | MAD Operator                          |                |
|   |  |                | 8268   | Radar Operator                        |                |
|   |  |                | 8269   | ECM/Julie Operator                    |                |
| AX-6531   | Navigational and Tactical Computer Display System  | AX, AT         | Deleted NECs:  |                                       |                |
| AX-6533   | Integrated Display System  | AX, AT         | NEC  | Explanation                           |                |
| MILITARY TRAINING INSTRUCTORS (Revises and replaces 3421 through 3428)  |  |                | FT-1169  | Converted to FT-1139                  |                |
| 9501  | Instructor, General  |                | ET-1524  | Na longer required                    |                |
| 9502  | Instructor, Special  |                | ET-1546  | "                                     |                |
| 9503  | Physical Training  |                | RM-2327  | "                                     |                |
|   |  |                | RM-2346  | "                                     |                |
|   |  |                | AE-7122  | Converted to AE-7166                  |                |
|   |  |                | 7928   | No longer required                    |                |

## List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*The Secret of My Success* (C) (WS): Comedy; Shirley Jones, James Booth.

*Git!* (C) (WS): Drama; Jack

All-Navy Cartoon Contest  
Chorley Wise, HMCS, USN



"I borrowed it from a friend."

Chaplain, Heather North.

*Requiem for a Gunfighter* (C) (WS): Western; Rod Cameron, Stephen McNally.

*Rocambole*: Drama; Channing Pollock, Guy Delorme.

*Never Too Late* (C) (WS): Comedy; Paul Ford and Connie Stevens.

*Boeing, Boeing* (C): Comedy; Tony Curtis, Jerry Lewis.

*Help* (C): Musical Comedy; The Beatles.

*Situation Hopeless but not Serious*: Comedy Drama; Alec Guinness, Michael Connors.

*The Money Trap* (WS): Suspense Drama; Glenn Ford, Elke Sommer.

*Wild, Wild Winter* (C) (WS): Musical Comedy; Gary Clarke, Chris Noel.

*The Black Chapel*: Drama; Dawn Addams, Peter Van Eyck.

*The Cincinnati Kid* (C): Drama; Steve McQueen, Edward G. Robinson.

*Return from the Ashes* (WS): Drama; Maximilian Schell, Samantha Eggar.

*The Face of Fu Manchu* (C) (WS): Melodrama; Christopher Lee, Nigel Green.

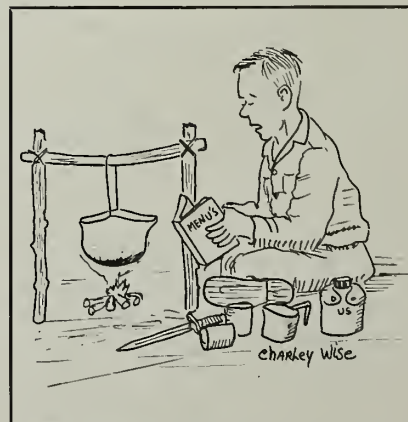
*The Mad Executioners* (WS): Melodrama; Hansjorg Felmy, Maria Perschy.

*Ten Little Indians*: Mystery Drama; Hugh O'Brian.

## More New Navy Enlisted Classifications Will Help Shape Future Careers

A listing of new, altered and canceled Navy Enlisted Classifications (NECs) has been issued. Like NECs already in existence, the new ones designate special talents, schooling or experience and will be a major factor in the future assignments of the men who hold these talents.

The adjacent box lists the revised, new and deleted NECs as they appear in BuPers Notice 1221 of 18 Jan 1966. The changes are now effective.



"Ah yes . . . here it is . . . C-Ration Gumbo."



# Navymen Taking Advantage of This New Program Will Be All SET

INCREASINGLY complex electronic equipment plus a need for electronics technicians to remain in the Navy (despite industrial competition) have prompted the Navy to review and reorganize its training concepts as they apply to the electronics technician rating.

The result of this reappraisal is a program of Selective Electronics Training (SET) which will more accurately relate length of service to the length and degree of training a Navyman receives.

The SET Program includes the training of electronics technicians, data systems technicians and communications technicians (M). It offers all phases of the electronics technician class A school and selected class C school courses of specialized training. In return for this education, the Navy will obtain capable technicians for longer periods of time.

The program is scheduled to be completely underway this month. Since January, however, an interim phase has been in progress to provide students already enrolled in ETA school with the chance to take advantage of the SET Program's extended specialized training.

To receive the training offered by the Selective Electronics Training Program, Navymen must obligate themselves according to the terms given in the *Enlisted Transfer Manual* and the *BuPers Manual*.

The following information concerning service as it relates to schooling also pertains to the SET Program:

- All SET trainees who want advanced technical training will be guaranteed enrollment in the ET-A2 and ET-A3 courses after they have successfully completed their BE/E and ET-A1 courses, provided they will extend their first enlistment to a total of six years. The extension becomes binding when the student actually begins the ET-A2 course.

Training in the ET-A2 and ET-A3 courses will be followed by specialized training in specific equipments or skills.

- Reservists reporting for active duty may attend only the BE/E and ET-A1 courses unless they obligate themselves for the active duty required by the SET Program.

- An appropriate proportion of first term enlisted women will also be permitted to attend RM and ET class A schools. If they are qualified, they may select the ET or DS path in the SET Program.

- Navymen who decide to train under the four-year concept will be ordered to duty upon graduation from the ET-A1 course. After being assigned, an ET-A1 graduate who wants to take advantage of the SET Program may request enrollment by extending his enlistment to a total of six years or as outlined in Article 12.22 of the *Enlisted Transfer Manual*, whichever is longer. Requests should be submitted to the Chief of Naval Personnel (Pers-B2163) through the regular chain of command.

Nuclear field personnel who com-

plete the ET-A3 course will, if they meet the requirements of BuPers Inst. 1306.64 series, be transferred to nuclear power training as their specialized training in specific equipments or skills.

Those who fail to enroll in basic nuclear power school, or fail academically after enrollment, will be screened by BuPers before returning to attend one of the other C courses.

After the student finishes his specialized training beyond the ET-A1 level, he will be assigned to duty by the Chief of Naval Personnel or EPDOs as appropriate.

Graduates of the ET-A1 course who do not qualify for or who don't choose the SET Program will be identified as ETN or ETR, assigned NEC ET-1501 and sent only to

## These Schools Will Qualify you for SET Program

The following is a list of Class C schools which initially qualify for the SET Program. These courses will provide instruction of from 16 to 24 weeks in length in technical maintenance of specific equipments for graduates of the A3 level

courses. The 12-week shipboard Equipment Indoctrination class C course will be a prerequisite for ETR and ETN SET trainees to receive training in specialized equipment courses.

- \* Prerequisite for Specialized Communications Equipment Courses
- \*\* Prerequisite for Specialized Radar Equipment Courses
- \*\*\* Prerequisite—NEC 1594
- \*\*\*\* Prerequisite—NEC 1544

| COURSES AT SSC GREAT LAKES     |      |  | COURSES AT NSC MARE ISLAND |           |  |
|--------------------------------|------|--|----------------------------|-----------|--|
| Course Title                   | NEC  |  | Course Title               | NEC       |  |
| ETN Shipboard Indoctrination*  |      |  | TSEC/KW-26                 | 1543      |  |
| ETR Shipboard Indoctrination** |      |  | TSEC/KW-37R                | 1544      |  |
| AN/SPS-29C                     | 1521 |  | TSEC/KW-37T                | 1549****  |  |
| AN/SPS-30                      | 1519 |  | TSEC/KW-7                  | 1547      |  |
| AN/SPS-37                      | 1515 |  | TSEC/KG-14                 | 1542****  |  |
| AN/SPS-40                      | 1514 |  | TSEC/KG-13                 | 1548      |  |
| AN/SPS-43                      | 1518 |  | COURSES AT SDIEGO          |           |  |
| TACAN                          | 1578 |  | Course Title               | NEC       |  |
| AN/SPA-63                      | 1521 |  | AN/SPS-40                  | 1514      |  |
| COURSES AT NSC T.I.            |      |  | AN/SPS-37                  | 1515      |  |
| Course Title                   | NEC  |  | AN/SPS-63                  | 1521      |  |
| ETN Shipboard Indoctrination*  |      |  | WLR-1                      | 1594      |  |
| ETR Shipboard Indoctrination** |      |  | TACAN                      | 1578      |  |
| AN/SPS-38                      | 1516 |  | MISCELLANEOUS              |           |  |
| AN/SPS-29                      | 1515 |  | Course Title               | NEC       |  |
| AN/SPS-29C                     | 1521 |  | Electronic Standards       |           |  |
| AN/SPS-30                      | 1519 |  | Specialist                 | 1591      |  |
| COURSES AT NSC NORVA           |      |  | Dash                       | 8394      |  |
| Course Title                   | NEC  |  |                            | 8395      |  |
| AN/SPS-33 (30-wk)              | 1513 |  | GCA                        | 1577      |  |
| AN/SPS-33 (15-wk)              | 1513 |  | Nuclear Power              |           |  |
| AN/SPS-32 Radar                | 1513 |  | Training                   | 3353/3383 |  |
| AN/SPS-40                      | 1514 |  |                            |           |  |
| AN/WLR-1                       | 1594 |  |                            |           |  |

## Courses Can Ground You Firmly in ET Career

Here is more information on SET program courses that will be of interest to eligible Navymen.

*Basic Electricity and Electronics Course (BE&E)* is common core training for all personnel ordered to RM, RD, or ET class A training. During this course qualified Navymen in these three ratings may elect to take advantage of the SET program in return for a minimum of 36 weeks of formal electronics training leading to eventual designation of ETR, ETN, DS or CTM. Navymen who extend and who are selected for ETR, ETN, CTM or DS will also receive additional class C training awarding an appropriate rating series NEC.

*Electronics Fundamentals (Course ET-A1)* will provide training common to both the four-year enlistee and the six-year extendee the basic electronic circuits, test equipment usage and repair (part replacement) skills. Upon completion of this course, four-year enlistees will be identified as CTM,

ETN or ETR strikers on a proportionate basis. ETNs and ETRs will be assigned NEC ET-1501 and will be ordered directly to duty in appropriate billets.

*Advanced Electronics (Course ET-A2)* will prepare graduates of Course ET-A1 who have taken advantage of the SET Program for entry into A3 level courses. At this phase of the training cycle, final designation of CTs and DSs will be made.

*Electronics Equipment, Radar (Course ETR-A3); Electronics Equipment, Communications (Course ETN-3) and Data Systems Fundamentals (Course DS-A3)* will all train graduates of Course ET-A2. The ETR and ETN courses provide instruction in technical maintenance and repair of selected radar and communications equipment. The DS course provides instruction in digital computer fundamentals and related circuits. Communications Technicians attend either the ETR, ETN or the DS-A3 courses.

activities having an allowance for five or more ETs.

Graduates of the A1 course will not normally be qualified without further ET-A2 and A3 training to undertake specialized courses after training. However, in extraordinary cases, commands may recommend for enrollment those who show exceptional performance. Recommendations should be sent to the Chief of Naval Personnel (Attn: Pers B-2163).

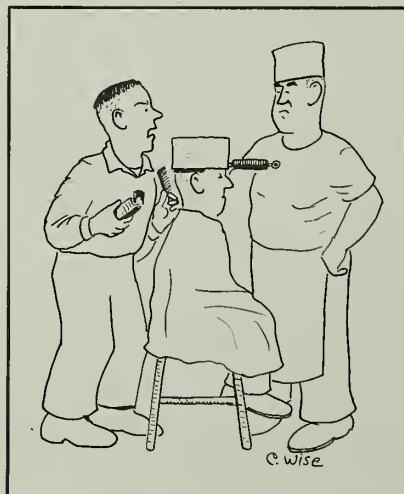
Complete details concerning the SET Program may be found in BuPers Inst. 1510.104.

## Seavey-Shorvey Notes

• **DUTY CATEGORY INFO** — All permanent transfer orders under the Seavey/Shorvey system now state the category of duty involved at the new command. This was made necessary by the addition of the neutral time designation of some preferred sea billets formerly classified as sea duty and the shore duty designation of some overseas billets formerly sea duty. (See Major Revision of Seavey/Shorvey, ALL HANDS, January 1966 on new types of duty.)

Since the revision all orders for enlisted men (except those in ratings not included in Seavey/Shorvey) will state whether the men concerned will report to sea duty, shore duty or neutral time duty. Additional information may be found in BuPers Notice 1306 of 6 Jan 1965.

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"Can't you see I'm using it?"

## Answers to Questions on Sea and Shore Assignments For Navy Warrant Officers

IF YOU'VE BEEN SELECTED for warrant, or are planning to make application for the warrant officer program, there may be one problem that's bothering you: What kind, and how much sea duty in relation to shore duty can you expect? Here are the answers, straight from the warrant officer assignment section.

Surface and aviation warrant officers are assigned to sea duty for their first tour insofar as requirements permit. This provides the newly appointed warrant the opportunity to perform in an assignment and in an environment that will insure rapid career development. Sea assignments, almost without exception, are in the professional area of the officer's designator. New appointees are not usually assigned to tenders or preferred sea duty billets.

The *Manual of Qualifications for Warrant Officers* (NavPers 18455A) lists representative billets.

Sea/shore rotation is based on the ratio of billets at sea and ashore. A far greater number of billets exists at sea than ashore for some designators. For example, sea billets for deck and engineering officers exceed shore requirements by about three or four to one. This means, of course, longer sea tours for officers in these designators.

Billets for other categories are more evenly distributed and permit shorter sea tours. Approximate tour lengths are listed below.

| Surface Warrants                    | Years at Sea                           | Years Ashore |
|-------------------------------------|--|--------------|
| 7130 Boatswain                      | 3                                      | 2            |
| 7140 Operations Technician          | 2                                      | 2            |
| 7230 Surface Ordnance Technician    | 2                                      | 2            |
| 7240 Ordnance Control Technician    | 2                                      | 2            |
| 7330 Underwater Ordnance Technician | 2                                      | 2            |
| 7430 Machinist                      | 3                                      | 2            |
| 7540 Electrician                    | 3                                      | 2            |
| 7640 Communications Technician      | Shore, except for about 30 sea billets |              |
| 7660 Electronics Technician         | 2                                      | 2            |
| 7740 Ship Repair Technician         | 3                                      | 2            |
| 7820 Ship's Clerk                   | 2                                      | 3            |
| 7850 Bandmaster                     | Ashore only                            |              |

Assignment ashore after comple-



tion of first sea tour will be in a professional billet whenever possible. However, in those categories where not enough billets exist ashore to permit planned rotation, some officers may be assigned general duties which do not correspond to their specialty.

Overseas service where dependents may accompany you is considered the same as CONUS shore duty for rotation purposes. Isolated duty stations are excepted.

| Aviation Warrants                     | Years<br>at<br>Sea | Years<br>Ashore |
|---------------------------------------|--------------------|-----------------|
| 7110 Aviation Operations Technician   | 3 to 4             | 3               |
| 7210 Aviation Ordnance Technician     | 3 to 4             | 3               |
| 7410 Aviation Maintenance Technician  | 3 to 4             | 3               |
| 7450 Aviation Control Technician      | 3 to 4             | 3               |
| 7600 Aviation Boatswain               | 3 to 4             | 3               |
| 7610 Aviation Electronics Technician  | 3 to 4             | 3               |
| 7620 Aviation Intelligence Technician | 3 to 4             | 3               |
| 8210 Aerographer                      | 3 to 4             | 3               |
| 8310 Photographer                     | 3 to 4             | 3               |

Aviation warrants placed in squadrons for their first assignment will be toured for three years, followed by three years ashore.

For aviation warrant officers, overseas service is used as either first or second half of a split sea tour.

BuPers Inst. 1301.35 series discusses aviation officer assignment rotation policies.

| Supply Warrants   | 2 years at sea   |
|-------------------|--|
| 7980 Supply Clerk | Share: W-1 2 years<br>W-2 2 years<br>W-3 2½ years<br>W-4 3 years |

| Medical/Dental Warrants*     |   |
|------------------------------|---|
| 8170 Medical Service Warrant | Shore, except for 24 overseas share and |
| 8180 Dental Service Warrant  | Fleet Marine Force billets.             |

\* This program is being phased out. No new appointees.

| CEC Warrants              | Years<br>at<br>Sea | Years<br>Ashore |
|---------------------------|--------------------|-----------------|
| 8490 Civil Engineer Corps | 2                  | 2               |

Rotation between sea and shore normally permits one or two shore tours followed by assignment at sea.

Officer assignments are controlled by a centralized system established in the Bureau of Naval Personnel. A Technical Duty Officer Detail Section has cognizance for the career planning and distribution of surface

## Midshipmen Tackle CIC Problems During Dry Run

First Class Midshipmen at the U. S. Naval Academy are learning operations, procedures and tactics in Combat Information Centers through the use of four mock-ups in the Naval Science Department.

The four rooms resemble, as closely as possible, those aboard Navy ships. They are equipped with intraship phones, radio communications, radarscopes and information status boards, with which each man must be familiar before undertaking actual battle problems.

After learning the basics, the midshipmen conduct simulated problems of submarine and air attacks. During each problem, the men are assigned to such diverse duties as radarscope operation, status board plotting, radio phone talking to weapons areas and other "ships," and a stint as Evaluator.

The Evaluator position is filled by students who have worked with all facets of the mock-up. Their experience makes them aware of the various resources, demands and

limitations of the entire system.

Midshipmen also receive training as Air Intercept Controllers and must conduct simulated ground control over airborne friendly aircraft. They are taught proper radio and radar control procedures and, in the event of a hostile air attack, how to position friendly aircraft so that effective air-to-air missiles may be used.

In an adjoining problem room, radar contacts are generated and appear on the mock-up radarscope. These "blips" correspond to friendly and enemy contacts. Various courses and speeds are selected in order to make the problem more realistic.

Each day a simulated war problem is conducted in the CIC training rooms of the Naval Science Department. The battles are sometimes lost, but experience, judgment and valuable instruction are gained which will enable the midshipman of today to become a successful leader of tomorrow.

type warrant officers. Aviation categories are assigned by the Aviation Officer Assignment Section.

Supply, Medical and Dental and CEC types are controlled by their respective staff corps representatives.

Warrant officer promotions are by selection board action based on an over-all review of fitness reports and other records. The selection board, composed of senior officers, convenes annually in the spring.

Time in grade requirements are two years from W-1 to W-2, four

years from W-2 to W-3, and four years from W-3 to W-4. It is anticipated that those warrants appointed from E-8 and E-9 in fiscal year 1966 will be promoted to W-2 after one year of service as W-1.

## Chez Kemper County

At Chu Lai, Vietnam, USS *Kemper County* (LST 854) assumed the importance of the community's biggest and best hotel when it welcomed aboard 95 battle-weary, water-logged and hungry Marines fresh from 11 days of fighting in the rice paddies.

For nearly two weeks, the men had been subsisting on C rations so it wasn't surprising that most felt the urge to put away three or four sizzling steaks soon after they came aboard.

After their first hot shower in several days, they enjoyed a good night's sleep in dry, secure comfort. During the night, *Kemper County's* laundry washed and pressed their uniforms.

The next morning, after a brunch of eggs, hot cakes and sausages, the Marines were back on the job—15 hours after checking into the LST.



"Where did you get the idea we used the sea valve to drain bilge water?"

# The CCC: It May Be One of the Ambitious Sailor's Best Friends

THE MAN WHO WANTS to forge ahead in his Navy career has, no doubt, long since learned that it's a good idea to check out correspondence courses. He knows that, basically, an enlisted correspondence course is a set of questions dealing with information contained in the Navy Training Courses. They are designed as guides to help him get the most out of his study.

Chances are you yourself have checked out courses. If so, you've seen how they point out important definitions, show why things are done in a particular way, demonstrate the cause and effect of various actions, bring out similarities or differences between certain objects, and help you to recognize and identify mistakes and common principles which apply to two or more situations.

When an active duty Navyman enrolls in a correspondence course (and anyone on active duty can do so through his local command), he receives one of the Navy's blue books (unless he is in an aviation rating, in which case the book is green).

He also receives an assignment

booklet which gives him instructions and other information to help him study his book. The questions he is asked are usually multiple choice and cover an assignment in the text. He is given an answer sheet on which he marks what he believes to be the correct answer.

Although the answer sheet looks very much like a test, it really isn't. It is only a study aid and you may complete it with your book open. This method is, in fact, encouraged to help you get the most out of the questions and your search for the answers.

Before you mail your assignment make certain you did your best, because your answer sheet will be individually scored. When it is returned, it will have any questions you missed checked, and a reference will be given to help you correct your error. Your grade on the assignment will also be given.

Usually, correspondence courses for regular Navy men and Reserves on active duty are given and graded locally. When this is the case, you should submit your application on *Enlisted Correspondence Course Ap-*

*plication—Local Administration*, NavPers Form 231 and forward it to the Correspondence Course Center via your commanding officer.

If you are in a command where the courses can't be administered locally, send your application on NavPers Form 992. In this instance, your CO will forward the application to the Correspondence Course Center with the request that the Center administer and grade the course. Your division or education officer can tell you which form to use.

Active duty Navy men should ignore the retirement points given in the list below. *These retirement points apply only to inactive duty Reservists.* They are included, in this roundup so it will be of benefit to all ALL HANDS readers. The listing of retirement points will also give some idea of the relative extent of subject matter in each individual course.

You can take only one course at a time. Before applying you would do well to seek advice from your education officer, division officer or personnel officer.

Here is the list of correspondence courses now available.

*Advanced Mathematics, Vol I*, NavPers 91221-F; 6 assignments, 18 retirement points.  
*Aerographer's Mate 3 & 2*, NavPers 91664-2; 13 assignments, 39 retirement points.  
*Aerographer's Mate 1 & C*, NavPers 91603-1; 16 assignments, 48 retirement points.  
*Air Controlman 3 & 2*, NavPers 91676-1A; 9 assignments, 18 retirement points.  
*Air Controlman 1 & C*, NavPers 91677-A; 4 assignments, 12 retirement points.  
*Airman*, NavPers 91600-B; 11 assignments, 22 retirement points.  
*Aviation Antisubmarine Warfare Technician 3 & 2*, NavPers 91577; 10 assignments, 30 retirement points. *Confidential*.  
*Aviation Boatswain's Mate "E" 3 & 2*, NavPers 91678; 8 assignments, 24 retirement points.  
*Aviation Boatswain's Mate "E" 1 & C*, NavPers 91672; 5 assignments, 10 retirement points.  
*Aviation Boatswain's Mate "F" 3 & 2*, NavPers 91679-B; 7 assignments, 21 retirement points.  
*Aviation Boatswain's Mate "F" 1 & C*, NavPers 91680; 4 assignments, 12 retirement points.  
*Aviation Boatswain's Mate "H" 3 & 2*, NavPers 91636-1A; 3 assignments, 9 retirement points.  
*Aviation Boatswain's Mate "H" 1 & C*, NavPers 91638-1; 3 assignments, 6 retirement points.  
*Aviation Electrician's Mate 3 & 2*, NavPers

91610-1D; 14 assignments, 42 retirement points.  
*Aviation Electrician's Mate 1 & C*, NavPers 91611-2A; 8 assignments, 24 retirement points.  
*Aviation Electronics Technician 3 & 2*, NavPers 91613-1A; 15 assignments, 30 retirement points. *Confidential*.  
*Aviation Electronics Technician 1 & C*, NavPers 91615-C; 13 assignments, 39 retirement points. *Confidential*.  
*Aviation Fire Control Technician 3*, NavPers 91633-1A; 12 assignments, 36 retirement points. *Confidential*.  
*Aviation Fire Control Technician 2*, NavPers 91634-2; 11 assignments, 33 retirement points. *Confidential*.  
*Aviation Fire Control Technician 1 & C*, NavPers 91635-1; 7 assignments, 21 retirement points.  
*Aviation Machinist's Mate "J" 3 & 2*, NavPers 91582; 8 assignments, 24 retirement points.  
*Aviation Machinist's Mate "J" 1 & C*, NavPers 91587; 8 assignments, 24 retirement points.  
*Aviation Machinist's Mate "R" 3 & 2*, NavPers 91368; 9 assignments, 18 retirement points.  
*Aviation Machinist's Mate "R" 1 & C*, NavPers 91608-1; 5 assignments, 15 retirement points.  
*Aviation Maintenance Administrationman 3 & 2*, NavPers 91498; 4 assignments, 8 retirement points.  
*Aviation Ordnancemen 3 & 2*, NavPers 91665-1A; 11 assignments, 22 retirement points.  
*Aviation Ordnanceman 1 & C*, NavPers 91662-1; 7 assignments, 21 retirement points.

*Aviation Storekeeper 3 & 2*, NavPers 91674-B; 8 assignments, 24 retirement points.  
*Aviation Storekeeper 1 & C*, NavPers 91675-1A; 8 assignments, 16 retirement points.  
*Aviation Structural Mechanic "S" 3 & 2*, NavPers 91364; 4 assignments, 12 retirement points.  
*Aviation Structural Mechanic "S" 1 & C*, NavPers 91650-1; 7 assignments, 14 retirement points.  
*Aviation Structural Mechanic "E" 3 & 2*, NavPers 91622-1; 7 assignments, 21 retirement points.  
*Aviation Structural Mechanic "E" 1 & C*, NavPers 91366; 5 assignments, 10 retirement points.  
*Aviation Structural Mechanic "H" 3 & 2*, NavPers 91365; 6 assignments, 18 retirement points.  
*Aviation Structural Mechanic "H" 1 & C*, NavPers 91367; 6 assignments, 18 retirement points.  
*Basic Electricity, Part I*, NavPers 91224-C; 6 assignments, 18 retirement points.  
*Basic Electricity, Part II*, NavPers 91226; 5 assignments, 15 retirement points.  
*Basic Hand Tools*, NavPers 91228-1D; 5 assignments, 10 retirement points.  
*Basic Machines*, NavPers 91230-D; 3 assignments, 6 retirement points.  
*Basic Military Requirements*, NavPers 91202-1A; 6 assignments, 12 retirement points.  
*Blueprint Reading & Sketching*, NavPers 91223-3; 3 assignments, 9 retirement points.



Boatswain's Mate 3 & 2, NavPers 91243-28; 8 assignments, 16 retirement points.

Boatswain's Mate 1 & C, NavPers 91245-28; 4 assignments, 12 retirement points.

Boilermaker 1 & C, NavPers 91515-1; 8 assignments, 24 retirement points.

Boilermaker 3 & 2, NavPers 91512-3; 6 assignments, 12 retirement points.

Boilerman 1 & C, NavPers 91514-3; 7 assignments, 14 retirement points.

Builder 3 & 2, NavPers 91584-2; 6 assignments, 18 retirement points.

Builder 1 & C, NavPers 91586-2; 5 assignments, 15 retirement points.

Commissaryman 3 & 2, NavPers 91441-1C; 4 assignments, 8 retirement points.

Commissaryman 1 & C, NavPers 91443-2A; 3 assignments, 6 retirement points.

Communications Technician "A" 3 & 2, NavPers 91558-A; 5 assignments, 10 retirement points.

Communications Technician "A" 1 & C, NavPers 91560; 5 assignments, 10 retirement points.

Communications Technician "M" 3 & 2, NavPers 91557-8; 8 assignments, 16 retirement points.

Communications Technician "M" 1 & C, NavPers 91561; 7 assignments, 21 retirement points. Confidential, modified handling.

Communications Technician "O" 3 & 2, NavPers 91547; 6 assignments, 18 retirement points.

Communications Technician "T," "R," "I" 3 & 2, NavPers 91567-1; 9 assignments, 27 retirement points. Confidential.

Construction Electrician 3 & 2, NavPers 91569-2A; 6 assignments, 18 retirement points.

Construction Electrician 1 & C, NavPers 91571-1D; 6 assignments, 18 retirement points.

Constructionman, NavPers 91562-1D; 5 assignments, 15 retirement points.

Construction Mechanic 3 & 2, NavPers 91579-1B; 9 assignments, 27 retirement points.

Construction Mechanic 1 & C, NavPers 91581-2A; 8 assignments, 24 retirement points.

Damage Controlman 3 & 2, NavPers 91544-2B; 6 assignments, 18 retirement points.

Damage Controlman 1 & C, NavPers 91546-1C; 5 assignments, 15 retirement points.

Dental Technician General 3 & 2, NavPers 91681-1A; 9 assignments, 18 retirement points.

Dental Technician General 1 & C, NavPers 91682-1B; 5 assignments, 15 retirement points.

Dental Technician Prosthetic 3 & 2, NavPers 91686-1B; 4 assignments, 12 retirement points.

Dental Technician Prosthetic 1 & C, NavPers 91687-1C; 5 assignments, 15 retirement points.

Dental Technician Repair, NavPers 91689-1B; 5 assignments, 15 retirement points.

Disaster Control, NavPers 10440; 11 assignments, 16 retirement points. This is an officer/enlisted course.

Disbursing Clerk 3 & 2, NavPers 91436-3B; 7 assignments, 21 retirement points.

Disbursing Clerk 1 & C, NavPers 91438-3; 3 assignments, 9 retirement points.

Draftsman 3, NavPers 91487-E; 7 assignments, 21 retirement points.

Draftsman 2, NavPers 91488-D; 6 assignments, 18 retirement points.

Draftsman 1 & C, NavPers 91489-B; 5 assignments, 15 retirement points.

Electrician's Mate 3 & 2, NavPers 91524-1B; 6 assignments, 18 retirement points.

Electrician's Mate 1 & C, NavPers 91526-1A; 3 assignments, 9 retirement points.

Electronics Technician 3, NavPers 91373-2B; 9 assignments, 27 retirement points.

Electronics Technician 2, NavPers 91375-2; 9 assignments, 27 retirement points.

Electronics Technician 1 & C, NavPers 91376-B; 8 assignments, 24 retirement points. Confidential.

Engineman 3 & 2, NavPers 91519-2; 9 assignments, 18 retirement points.

Engineman 1 & C, NavPers 91521-E; 5 assignments, 15 retirement points.

Engineering Aid 3 & 2, NavPers 91564-2; 14 assignments, 28 retirement points.

Engineering Aid 1 & C, NavPers 91566-2; 4 assignments, 8 retirement points.

Enlisted Transfer Manual, NavPers 91423-1; 5 assignments, 10 retirement points.

Equipment Operator 3 & 2, NavPers 91574-2B; 5 assignments, 10 retirement points.

Equipment Operator 1 & C, NavPers 91576-2A; 3 assignments, 9 retirement points.

Field Manufacture of Industrial Gases, NavPers 91505; 12 assignments, 48 retirement points.

Fire Control Technician 3, NavPers 91339-1; 6 assignments, 18 retirement points.

Fire Control Technician 2, NavPers 91340-1A; 6 assignments, 18 retirement points.

Fire Control Technician 1 & C, NavPers 91346-1; 9 assignments, 27 retirement points.

Fireman, NavPers 91500-2B; 5 assignments, 10 retirement points.

Gunner's Mate "G" 3 & 2, NavPers 91355-2; 6 assignments, 12 retirement points.

Gunner's Mate "G" 1 & C, NavPers 91357-1; 5 assignments, 15 retirement points.

Gunner's Mate "M" 3 & 2, NavPers 91379; 6 assignments, 18 retirement points. Confidential.

Gunner's Mate "M" 1 & C, NavPers 91380; 8 assignments, 24 retirement points. Confidential.

#### All-Navy Cartoon Contest William R. Moul, CTC, USN



" . . . That's it sir . . . o real sincere smile . . . now relax your eyebrows . . . There . . . That's almost got it . . . Now . . . "

assignments, 24 retirement points. Confidential.

Gunner's Mate "T" 3 & 2, NavPers 91377-A; 8 assignments, 24 retirement points. Confidential, restricted data.

Gunner's Mate "T" 1 & C, NavPers 91378; 4 assignments, 12 retirement points. Confidential, restricted data.

Hospital Carpsman 3 & 2, NavPers 91669-2; 5 assignments, 15 retirement points.

Hospital Carpsman 1 & C, NavPers 91671-1; 8 assignments, 15 retirement points.

Hospitalman, NavPers 91667-1B; 4 assignments, 8 retirement points.

Instrumentman 3 & 2, NavPers 91383-C; 3 assignments, 9 retirement points.

Instrumentman 1 & C, NavPers 91385-1; 7 assignments, 21 retirement points.

Interior Communications Electrician 3, NavPers 91528-E; 5 assignments, 15 retirement points.

Interior Communications Electrician 2, NavPers 91529-D; 9 assignments, 27 retirement points.

Interior Communications Electrician 1 & C, NavPers 91531-C; 4 assignments, 12 retirement points.

Introduction to Naval Electronics, NavPers 10444; 5 assignments, 10 retirement points. This is an officer/enlisted course.

Introduction to Sonar, NavPers 91258-A; 4 assignments, 12 retirement points.

Journalist 3 & 2, NavPers 91452-1; 5 assignments, 10 retirement points.

Journalist 1 & C, NavPers 91453; 3 assignments, 6 retirement points.

Lithographer 3 & 2, NavPers 91471-1; 7 assignments, 21 retirement points.

Lithographer 1 & C, NavPers 91475-1C; 5 assignments, 15 retirement points.

Machine Accountant 3 & 2, NavPers 91274-A; 5 assignments, 15 retirement points.

Machine Accountant 1 & C, NavPers 91275; 4 assignments, 12 retirement points.

Machinery Repairman 3 & 2, NavPers 91507-2; 8 assignments, 24 retirement points.

Machinery Repairman 1 & C, NavPers 91509-2; 3 assignments, 9 retirement points.

Machinist's Mate 3 & 2, NavPers 91502-2A; 8 assignments, 16 retirement points.

Machinist's Mate 1 & C, NavPers 91504-D; 5 assignments, 15 retirement points.

Mathematics, Vol. 1, NavPers 91219-1B; 5 assignments, 15 retirement points.

Mathematics, Part 3, NavPers 10450; 14 assignments, 42 retirement points. This is an officer/enlisted course.

Military Requirements for Petty Officers 3 & 2, NavPers 91206-D; 5 assignments, 15 retirement points.

Military Requirements for Petty Officers 1 & C, NavPers 91207-C; 4 assignments, 12 retirement points.

Mineman 3 & 2, NavPers 91335-2; 6 assignments, 12 retirement points. Confidential.

Mineman 1 & C, NavPers 91337-2; 7 assignments, 21 retirement points. Confidential.

Missile Technician 3 & 2, NavPers 91360-1; 6 assignments, 18 retirement points.

Missile Technician 1 & C, NavPers 91361; 9 assignments, 24 retirement points. Confidential.

assignments, 27 retirement points. Confidential.

Molder 3 & 2, NavPers 91554-18; 6 assignments, 18 retirement points.

Molder 1 & C, NavPers 91556-1; 8 assignments, 24 retirement points.

Naval Electronics, Part I, NavPers 10445; 15 assignments, 30 retirement points. This is an officer/enlisted course.

Naval Electronics, Part II, NavPers 10446; 10 assignments, 20 retirement points. Confidential. This is an officer/enlisted course.

Naval Electronics, Part III, NavPers 10447; 7 assignments, 14 retirement points. Confidential. This is an officer/enlisted course.

Opticalman 3, Vol. I, NavPers 91387-D; 4 assignments, 12 retirement points.

Opticalman 3, Vol. II, NavPers 91388-C; 5 assignments, 15 retirement points.

Opticalman 2, 1 & C, NavPers 91389; 7 assignments, 21 retirement points.

Parachute Rigger 3 & 2, NavPers 91639-1A; 6 assignments, 18 retirement points.

Parachute Rigger 1 & C, NavPers 91606-18; 6 assignments, 12 retirement points.

Patternmaker 3 & 2, NavPers 91549-1A; 6 assignments, 18 retirement points.

Patternmaker 1 & C, NavPers 91551-A; 6 assignments, 18 retirement points.

Personnelman 3 & 2, NavPers 91420-1C; 6 assignments, 12 retirement points.

Personnelman 1 & C, NavPers 91422-1C; 5 assignments, 10 retirement points.

Photographer's Mate 3, NavPers 91492-8; 10 assignments, 20 retirement points.

Photographer's Mate 2, NavPers 91493-A; 10 assignments, 30 retirement points.

Photographer's Mate 1 & C, NavPers 91649-A; 13 assignments, 26 retirement points.

Photographic Intelligenceman 3 & 2, NavPers 91592-A; 9 assignments, 27 retirement points. Confidential.

Photographic Intelligenceman 1 & C, NavPers 91683; 10 assignments, 30 retirement points. Confidential.

Postal Clerk 3 & 2, NavPers 91401-3A; 5 assignments, 10 retirement points.

Postal Clerk 1 & C, NavPers 91460-1; 4 assignments, 8 retirement points.

Quartermaster 3 & 2, NavPers 91286-2A; 6 assignments, 18 retirement points.

Quartermaster 1 & C, NavPers 91253-C; 5 assignments, 15 retirement points.

signments, 15 retirement points.

Radarman 3 & 2, NovPers 91269-1; 11 assignments, 33 retirement points. Confidential, modified handling.

Radarman 1 & C, NavPers 91268-C; 7 assignments, 21 retirement points. Confidential, modified handling.

Radioman 3 & 2, NavPers 91403-1C; 6 assignments, 18 retirement points.

Radioman 1 & C, NavPers 91405-3; 6 assignments, 18 retirement points.

Seaman, NavPers 91240-1D; 10 assignments, 20 retirement points.

Shipfitter 3 & 2, NavPers 91535-8; 7 assignments, 21 retirement points.

Shipfitter 1 & C, NavPers 91542-A; 6 assignments, 18 retirement points.

Ship's Serviceman 3 & 2, NavPers 91447-18; 2 assignments, 4 retirement points.

Ship's Serviceman 1 & C, NavPers 91450-8; 4 assignments, 8 retirement points.

Ship's Serviceman Barber Handbook, NavPers 91465-1A; 2 assignments, 6 retirement points.

Ship's Serviceman Cobbler Handbook, NavPers 91464-8; 2 assignments, 6 retirement points.

Ship's Serviceman Laundry Handbook, Nav-

Pers 91466-C; 3 assignments, 6 retirement points.

Ship's Serviceman Tailor Handbook, NovPers 91463-1D; 2 assignments, 4 retirement points.

Signalman 3 & 2, NovPers 91291-D; 5 assignments, 15 retirement points.

Signalman 1 & C, NavPers 91292-A; 3 assignments, 6 retirement points.

Sonarman "S" 3 & 2, NavPers 91259-3; 5 assignments, 15 retirement points. Confidential.

Sonarman "G" 3 & 2, NavPers 91261-1; 7 assignments, 21 retirement points. Confidential.

Sonar Technician 1 & C, NavPers 91265-A; 5 assignments, 15 retirement points. Confidential, modified handling.

Standard First Aid Training Course, NavPers 91217-G; 6 assignments, 12 retirement points.

Steelworker 3 & 2, NavPers 91589-1C; 7 assignments, 21 retirement points.

Steelworker 1 & C, NavPers 91591-18; 4 assignments, 12 retirement points.

Steward 3 & 2, NavPers 91693-2C; 5 assignments, 10 retirement points.

Steward 1 & C, NavPers 91696-D; 3 assignments, 6 retirement points.

Stewardsman, NavPers 91691-1F; 3 assignments, 6 retirement points. ;

Storekeeper 3 & 2, NavPers 91431-3D; 6 assignments, 12 retirement points.

Storekeeper 1 & C, NavPers 91433-2A; 4 assignments, 12 retirement points.

Torpedoman's Mate 3 & 2, NavPers 91297-C; 9 assignments, 18 retirement points.

Torpedoman's Mate 1 & C, NavPers 91299-1; 4 assignments, 12 retirement points. Confidential.

Trademan 3 & 2, NavPers 91698-1A; 14 assignments, 42 retirement points.

Trademan 1 & C, NavPers 91699-A; 8 assignments, 24 retirement points.

U. S. Navy Shore Patrol, NavPers 91468-1F; 3 assignments, 6 retirement points.

Utilitiesman 3 & 2, NavPers 91594-2; 8 assignments, 24 retirement points.

Utilitiesman 1 & C, NavPers 91596-2; 6 assignments, 18 retirement points.

Yeoman 3 & 2, NavPers 91414-3C; 4 assignments, 8 retirement points.

Yeoman 1 & C, NavPers 91416-3A; 5 assignments, 15 retirement points.

• PUBLICATIONS CUSTODIANS - Registered Publications Custodian Correspondence Course (NavPers 10415) has been prepared by the Chief of Naval Operations for naval personnel who handle Registered Publications System (RPS) distributed publications.

The purpose of this course is to provide a medium for self-study by custodians, alternate custodians, witnessing officers, local holders, and any other personnel whose duties require the use of RPS publications. The course is also recommended for commanding officers, executive officers, and others responsible for the supervision of personnel who handle their publications.

The course is particularly valuable where operational commitments prevent attendance at an RPS training school. It covers all aspects of the issuing, handling, accounting, and distribution of RPS material and is intended to do two things:

- To improve the security of registered publications.
- To increase efficiency in the distribution and maintenance of RPS publications.

The Chief of Naval Personnel assisted in the preparation of the course and is currently administering it through the U. S. Naval Correspondence Course Center, Scotia, N. Y. 12302. Requests for the course should be addressed to the Center via the normal channels.

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"Will someone tell those guys I'm a non-combatant?"



# Retirement Means a Rewarding Future for Those Who Plan Ahead

IT'S A FACT that some Navy people will spend more years in retirement than they spent at the jobs that led to retirement. This is not as astonishing as it may sound. At the turn of the century the average person's life expectancy was 49; thanks to medical science, today it is closer to 75. The big question is—how to get the most out of those added years.

A "successful retirement" is not a matter of chance. It requires realistic and practical planning.

So—if you are scheduled for retirement or transfer to the Fleet Reserve, now is the time to start thinking about your future.

Take first things first. If you can't live on reduced retirement income, face the fact now and decide upon a second career.

If you don't have a specific job in mind and don't know where to begin, start by reading *Your New Career—Planning for Retirement* (NavPers 15895C). It contains guidelines for setting up realistic second career job objectives, writing a resumé, getting job leads, writing a cover letter, and going through a job interview.

This publication and the others mentioned throughout this article should be available to you for reference at your duty station. Unless otherwise specified, they may be requisitioned in accordance with NavSandA P-2002 by commanding officers for use by personnel officers, administrative officers and others responsible for counseling career personnel scheduled for retirement or transfer to the Fleet Reserve after completing 20 or more years of active duty. (Incidentally, sufficient copies of the *Navy Guide for Retired Personnel and Their Families* (NavPers 158991B) and *Your New Career—Planning for Retirement* (NavPers 15895C) are in the Navy Supply System to permit distribution of one copy to each prospective retiree).

Another brochure that you will find extremely interesting and helpful is *Operation Highline—A Bridge to a Second Career*. It has been made available by the Navy League.

Watch for an announcement in your station newspaper or Plan of the Day about an *Operation Highline* presentation at your duty station.

Such presentations are usually held once or twice a year at major naval activities. Also sponsored in this program is a training film called *Operation Highline* (MN-10139) which can be ordered by Naval activities from the Training Aids Centers in New York or San Francisco.

One of the first things you should do if you're nearing retirement is visit your personnel office. Then arrange to get your own personal copies of those publications available for individual distribution.

If you are stationed in the continental United States, you can supplement your "do it yourself" preparation for your civilian job by attending a briefing session conducted on board your station by an employment counselor from a local state employment service office.

Such briefings are part of a program sponsored cooperatively by the Department of Defense and the Department of Labor. They are held at military bases throughout the country to give civilian employment orientation, counseling, testing and placement assistance to those scheduled for retirement or transfer to the Fleet Reserve. Check with your personnel office for briefing schedules, and plan to attend the next one. Detailed information about the civilian employment assistance program is contained in BuPers Instruction 1740.4.

Those who have teaching as their

second-career goal will find in *Your New Career—Planning for Retirement* (NavPers 15895C) a chapter on colleges and universities which conduct programs designed for the mature person who wants to prepare to be a teacher. These programs offer various types of financial aid.

Since publication of the current edition of *Your New Career*, the University of South Dakota, Florida State University, and Pennsylvania State University have announced Academic Year Institutes.

The South Dakota program is primarily for those returning to teaching after an absence of 20 years; Florida State's program is planned for those interested in teaching high school physics, while Penn State's program is designed to qualify candidates as teachers of engineering technology. All these programs require applicants to hold the bachelor's degree and offer full paid tuition, a yearly stipend and allowances for travel and books.

Colgate University offers a Teaching Intern Program which enables graduate students to qualify for their teaching credentials and an MA degree while engaged in a combined program of graduate study and salaried employment as intern teachers. Financial aid is also available through scholarship and loan funds.

The New Careers Fellowship Program at Columbia University is open to those lacking the bachelor's degree, as well as college graduates who choose a field of study such as social work, hospital administration, library administration, public administration at federal, state and local levels, or other service-type occupational fields. Further information about these programs may be obtained by writing directly to the university or to the BuPers Retired Activities Section.

If your post-retirement employment interest lies in business and industry, you'll have to do some homework to get answers to questions like: "What companies offer the type of work I want?" "What do the various companies produce?" or "Where do the companies that interest me have their offices?"

Answers to such questions may be found in the *College Placement Annual*—a publication which lists more

All-Navy Cartoon Contest  
Charley Wise, HMCS, USN



"Now that you've retired, here's a list of things you've been putting off . . ."

than 1800 companies and tells what they manufacture, where they are located, who the personnel managers are, and the kind of talent each company is looking for. Don't let the title mislead you. The book is simply a listing of the companies that send recruiters to college campuses, and its title stems from the fact that it's published by the College Placement Association. *Career—Civilian Opportunities* is another publication that provides similar information.

You will also find that many states publish directories of their industries. In the state of Maryland, for example, the Department of Economic Development, State Office Building, Annapolis, Md., publishes a Directory of Science Resources in Maryland, priced at \$2.50 a copy, and a Directory of Maryland Manufacturers, which sells for \$12.50 a copy. These directories identify Maryland industrial firms, their locations and functions, and copies are available at most Maryland county libraries.

In other states, similar directories may also be published. If you are interested in a particular state, it is suggested you contact one of the following: The state development commission, board of trade, chamber of commerce or similar agencies in the state capital.

After you've decided upon the kind of job you want and the institutions or companies that might hire you, you'll want to send them a summary of your background and experience to show what you, as a prospective employee, have to offer. This is known as a resumé. *Your New Career—Planning for Retirement* tells you how to write a resumé—what should go into it; how long it should be. Also discussed is the important subject of the job interview.

Regular officers considering employment with the Federal Government or positions in private industry in the sales field are faced with certain employment restrictions. So are officers and enlisted personnel contemplating employment with foreign governments or foreign business firms.

The Dual Compensation Act and "conflict of interest" laws are discussed in the *Navy Guide for Retired Personnel and Their Families*. A more detailed account of their application may be found in the *Reference Guide to Employment Activities of Retired Naval Personnel* (NavSo P-1778).

Individual copies of the latter pamphlet may be requested from the Department of the Navy, Office of the Judge Advocate General, Administrative Law Division (Finance

Branch), Washington, D. C. 20350.

Your status as a retired member or Fleet Reservist is thoroughly explored in the *Navy Guide for Retired Personnel and Their Families* (NavPers 15891B). In addition to information about the rights and traditional military privileges accorded Navy retirees, information is included about benefits available through the Veterans Administration, Social Security Administration, American Red Cross and the Navy Relief Society.

For answers to specific questions about post-retirement employment not covered in the reference books mentioned in this article, write or visit the Retired Activities Section, Bureau of Naval Personnel, Washington, D. C. 20370.

## Correspondence Courses

Six correspondence courses have been issued and are available through the Naval Correspondence Course Center, Scotia, N. Y. 12302. Of the six, five are revised enlisted courses; the other is a new course for both officer and enlisted. The six are:

- ECC Storekeeper 3 and 2, NavPers 91431-3D (supersedes NavPers 91431-3C).
- ECC Steelworker 3 and 2, NavPers 91589-1C (supersedes NavPers 91589-1B).
- ECC Communications Technician A 3 and 2 NavPers 91558-A (supersedes NavPers 91558).
- ECC Storekeeper 1 and C, NavPers 91433-2B (supersedes NavPers 91433-2A).
- ECC Dental Technician General 3 and 2, NavPers 91681-1A (supersedes NavPers 91681-1).
- OCC/ECC Digital Computer Basics, NavPers 10441.

## A Reminder

• **ALL-NAVY CARTOON CONTEST** — Here's an up-to-date reminder to those who would bid for fame and trophies in the 1966 All-Navy Cartoon Contest—the time grows shorter. Your entry or entries must be in the hands of the Chief of Naval Personnel (Attn: Pers G-11) no later than 1 Jul 1966.

Complete details on this eleventh annual carnival of yuks can be found in the March 1966 issue of *ALL HANDS* (and BuPers Notice 1700 of 27 Jan 1966. Briefly, all naval personnel and their dependents are eligible to enter; cartoons must be original and contain a Navy theme or background, and must be suitable for general use. The five top choices will receive trophies from BuPers, and all winning entries will be published in *ALL HANDS*.



EVERYONE IS IN THE RUNNING for *ALL HANDS* Magazine. Pass this copy on to nine other Navymen.



## Defense Institute Offers Training and Brush-Up Courses in 41 Languages

Navy men who are scheduled to fill billets requiring foreign language proficiency may be able to acquire or brush up on their skills by attending the Defense Foreign Language Institute.

The Institute is, for the present, located at Monterey, Calif. and Washington, D.C. The Washington branch, however, will be moved to El Paso, Texas, sometime between 1 Jul 1966 and 30 Jun 1967.

Courses in 41 different languages are offered ranging in length from 12 to 47 weeks. Before eligible Navy men may be ordered to duty at the Language Institute, they must first take a language aptitude test, if they are strangers to the language. Those who claim proficiency in a foreign language and are applying for refresher training, must take an Army Language Proficiency Test in the language. (See the box in the next column for a list of the languages that maybe studied.)

Applications from officers for duty as students at the Institute should be sent to the Chief of Naval personnel (Pers B-136). All requests for enrollment should include the type of assignment and the foreign language desired.

All officers who expect to be assigned to a post requiring foreign language ability may be able to receive the Institute's training. Selection of enlisted men for MAAGs, missions and attache posts is made by administrative action of the Chief of Naval Personnel; therefore, applications from enlisted personnel other than communications technicians are not desired.

Officers who take foreign language training obligate themselves to serve for one year on active duty for each six months or fraction thereof of language training received. This obligation is in addition to any other service obligations they may have incurred.

Obligation of enlisted Navy men who are trained at the DOD language Institute is governed by Chapter XII, paragraph 12.22 of the *Enlisted Transfer Manual*. Generally speaking, the obligation amounts to approximately one month for each week of schooling.

Full details concerning foreign

language instruction, including information on procedures and administration of testing may be found in BuPers Inst. 1520.93B, which is available in your personnel office.

### DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

NOTE: This is a summary of directives in brief since the beginning of this year.

#### Alnavs

No. 1—Directed that issue and use of certain drugs be suspended.

No. 2—Announced approval by the Secretary of the Navy of the report of a selection board that recommended warrant officers to the grade of second lieutenant (temporary).

No. 3—Directed that certain technical changes be made in the *Handbook of the Hospital Corps*.

No. 4—Directed that certain provisions of the order concerning waiver of jump requirements due to combat operations be modified.

No. 5—Discussed possibility of extension of deadline of the authorization to store household goods in-

cident to temporary additional duty.

No. 6—Announced that deadline of authorization to store household goods incident to temporary additional duty at government expense had been extended to 31 July.

#### Instructions

No. 1120.38—Describes eligibility requirements and procedures whereby Navy enlisted personnel may apply for assignment to the Navy Enlisted Dietetic Education program.

No. 1133.18—Describes the instruction for administration of the Variable Reenlistment Bonus program.

No. 1510.104—Announces a change in certain areas of the formal training of electronics technicians and provides guidelines for the administration of a Selective Electronics Training program.

No. 1520.93B—Provides information concerning the foreign language program, sets forth procedures for applying for foreign language training, announces the availability of foreign language aptitude and proficiency tests and establishes procedures for testing.

#### Notices

No. 4630 (3 January)—Notified all ships and stations that on 1 Jan 1966 the Military Air Transport Service (MATS) was changed to the Military Airlift Command (MAC).

No. 1306 (6 January)—Established procedures by which enlisted personnel are notified of type duty for rotational purposes to which assigned upon transfer.

No. 1306 (19 January)—Established procedures and normal rotation tour lengths for Master and Senior chief petty officers.

No. 1418 (21 January)—Announced the scheduling of a special Navy-wide examination for advancement to pay grade E-4 to be conducted during May.

No. 1700 (27 January)—Announced the 11th All-Navy comic cartoon contest.

No. 1440 (2 February)—Announced a change in title of the Parachute Rigger (PR) rating and a change in abbreviation of the Constructionman Apprentice (CP) rate.

No. 1020 (14 February)—Reiterated the requirement for wearing authorized gold lace and officer's cap device, under uniform regulations.

#### These Languages Are Available

Here is a list of languages offered at the DOD Language Institute for which proficiency and aptitude tests can be taken: Albanian, Arabic (Egyptian, Iraqi, and Syrian), Chinese (Cantonese and Mandarin), Czech, Danish, Dutch, Finnish, French, German, modern Greek, modern Hebrew, Hungarian, Icelandic, Indonesian, Italian, Japanese, Korean, Lithuanian, Norwegian, Persian, Polish, Portuguese (Brazilian and European), Romanian, Russian, Serbo-Croatian, Slovenian, Spanish (Castilian and Latin American), Swahili, Swedish, Thai, Turkish, Ukrainian, Vietnamese (Hanoi and Saigon), and Yiddish.

# DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ HAYWARD, JOHN TUCKER, Vice Admiral, USN, as Commander Antisubmarine Warfare Force, Pacific Fleet, from 13 Jun 1963 to 12 Jan 1966, for research and development associated with antisubmarine warfare and the training of antisubmarine warfare groups. The requirement for new equipment for Fleet units and intensified training to meet one of our Navy's greatest challenges has taxed the initiative and ingenuity of all concerned. The fact that our ASW readiness has been greatly improved is a direct reflection of VADM Hayward's endeavors. In training and assisting foreign navies, he furthered United States prestige and efforts of good will with foreign nations.

## Gold Star in Lieu of Second Award

★ STROOP, PAUL D., Vice Admiral, USN, as Commander Naval Air Force, U. S. Pacific Fleet, from 7 Nov 1962 to 30 Oct 1965. During this period, VADM Stroop skillfully directed the transition of Naval Air Force Pacific units from a peacetime tempo of operations to full combat strike operations in Southeast Asia.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BOTTOMLEY, HAROLD S., JR., Captain, USN, as Chief of the Strategic Nuclear Branch of the Chairman, Joint Chiefs of Staff, Special Studies Group, from August 1963 to September 1965, for his contributions to studies and analyses of current and future national and international defense issues.

★ BROCKETT, WILLIAM A., Rear Admiral, USN, as Chief, Bureau of Ships and Coordinator of Shipbuilding (Conversion and Repair) for the Department of Defense from April 1963 to February 1966, for his leading role in the construction, conversion and repair of ships.

★ CONNOLLY, THOMAS F., Rear Admiral, USN, as Assistant Chief of Naval Operations for Fleet Operations and Readiness from 18 May 1964 to 28 Aug 1965, for his work as Director of the Combat Consumables Requirement Study (Non-Nuclear Ordnance Study), which provided complete documentation of the Navy's needs in that field.

★ DAVIS, JAMES R., Rear Admiral, CEC, USN, as Director, Pacific Division, Bureau of Yards and Docks, and as Commander, Naval Construction Battalions Pacific, from May 1963 to February 1966, for his direction of the immense engineering and construction requirements in Southeast Asia.

★ FEARS, DONALD G., Commander, USN, as commanding officer of USS *Sculpin* (SSN 590) during the summer of 1964, for his contributions to the successful completion of a complex mission of great value to the U. S. government.

★ FORTSON, THOMAS E., Commander, USN, as Commanding Officer, USS *Claude V. Ricketts* (DDG 5) during the mixed-manning demonstrations conducted from 1 Jun 1964 to 1 Dec 1965, for his major contributions to the ultimate success of the operation.

STAR WORKER—Carl L. Scott, EN1, receives Bronze Star as advisor in more than 20 combat operations.



★ FRANCIS, SAMUEL, Commander, USN, as Director, Weapons Systems on the staff of Commander Submarine Development Group Two, from August 1964 to August 1965, for his contributions to a major breakthrough in improving the sonar system performance of the SSN 594 class submarines.

★ GRANTHAM, EMERY, A., Rear Admiral, USN, as Fleet Maintenance officer on the staff of Commander in Chief, U. S. Pacific Fleet, from 7 May 1962 to 7 Sep 1965, for his work in the augmentation of support facilities, increased overhaul capabilities and a significant increase in the effectiveness of communications in Fleet communications stations.

★ HIRSCH, MORRIS A., Rear Admiral, USN, as Assistant Comptroller, Director of Budget and Reports, Office of the Comptroller of the Navy, from June 1960 to July 1963; and as Deputy Comptroller of the Navy from August 1963 to December 1965, for his contributions to the operating efficiency of the Navy Department and to the mission accomplishment of the U. S. Navy and the U. S. Marine Corps.

★ ISAMAN, ROY M., Rear Admiral, USN, as Head, Special Weapons Plans Branch, Strategic Division, Office of the Chief of Naval Operations, from 27 Feb 1963 to 31 Jul 1965, for his contributions to major policies and strategic planning which significantly enhanced the readiness of the United States to conduct nuclear warfare.

★ KOCH, GEORGE P., Rear Admiral, USN, as Chief of Naval Air Reserve Training from 28 Jul 1963 to 28 Sep 1965, for his solutions to many problems of long standing in view of the importance of the Naval Air Reserve to the total defense effort.

★ PACKARD, WYMAN H., Captain, USN, from 21 Sep 1962 to 1 Oct 1965, for his contributions to the Chief of Naval Operations while serving as Assistant Director of Naval Intelligence for Foreign Intelligence and as Deputy Director of Naval Intelligence.

★ PEARSON, JAMES W., Captain, USN, as chief of an office in the Production Organization of the National Security Agency, for his contributions to the fulfillment of the agency's mission and to the security of the nation.



★ **SMALL, WALTER L., JR.**, Rear Admiral, USN, as Head of the Navy Plans Branch, Strategic Plans Division, Office of the Chief of Naval Operations, from August 1964 to September 1965, for contributing to the enhancement of the military and readiness posture of the United States.

#### Gold Star in lieu of Second Award

★ **LYNDON, Dennis C.**, Rear Admiral, USN, as Commander Cruiser-Destroyer Flotilla 11 from 7 Oct 1964 to 28 May 1965, and as Commander Cruiser-Destroyer Group, Western Pacific, from October 1964 to February 1965, for his contributions to surface-to-air tactics against high-speed surface craft.

#### Gold Star in Lieu of Second Award

★ **NEEDHAM, RAY C.**, Vice Admiral, USN, from August 1963 to August 1965 as Deputy to Commander in Chief Atlantic, Commander in Chief U. S. Atlantic Fleet and Commander in Chief Western Atlantic, for his work in the deployment of Atlantic Fleet forces to assure the readiness of the fleet to support national policy during periods of crisis.

#### Gold Star in lieu of Second Award

★ **VANNOY, FRANK W.**, Rear Admiral, USN, as Head of the Joint and International Plans Branch, Strategic Plans Division, Office of the Chief of Naval Operations, from 1 Jun 1964 to 28 Jun 1965, for his major role in the development of current and future strategic plans.

#### Gold Star in lieu of Third Award

★ **WILLIAMS, JOSEPH W., JR.**, Rear Admiral, USN, from 21 July to 24 Aug 1965, as Commander Task Force 73 and On-Scene Commander, *uss Frank Knox* (DDR 742) Salvage Operations, for

his successful work in the development of new salvage methods and procedures.



#### DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **CHRISTIAN, DAVID M.**, Lieutenant (jg), USNR, posthumously, as pilot of a jet aircraft in Attack Squadron 23 aboard *uss Midway* (CVA 41). During a combat strike against a heavily defended radar installation 10 miles south of Thanh Hoa, North Vietnam, on 2 Jun 1965, LTJG Christian pressed home successive attacks against the target in the face of intense, hostile antiaircraft fire, scoring direct hits which destroyed the radar site. When his aircraft was hit by antiaircraft fire as he climbed off target, he stayed with his burning plane and established a glide toward the safety of the sea five miles away. However, he apparently was unable to escape the burning craft before it crashed into the water.

★ **CROSBY, Frederick P.**, Lieutenant Commander, USN, posthumously, as pilot of a jet photographic aircraft in Light Photographic Squadron 63, Detachment Echo, serving aboard *uss Bon Homme Richard* (CVA 31), on 1 Jun 1965. He was leader of a two-plane flight launched from the carrier to conduct bomb damage assessment photography against a heavily-defended bridge site at Dong Phong Thuong, North Vietnam. LCDR Crosby, because of cloud coverage at the target area, executed his run at an extremely low altitude in the face of

heavy enemy ground fire. After completing the run, his aircraft was hit by hostile fire and crashed. His courageous and selfless devotion to duty throughout the run was in keeping with the highest traditions of the U. S. Naval Service.

★ **THIGPEN, DAVID J.**, Lieutenant, USNR, as pilot of a jet aircraft in Naval Reserve Fighter Squadron 701 at the U. S. Naval Air Station, Dallas, Texas. LT Thigpen experienced an engine fire while flying over a heavily populated area at low altitude shortly after takeoff from the air station on 9 Jan 1965. He elected to remain with the burning aircraft in order to guide it to an uninhabited area outside the city before successfully ejecting at an altitude of 400 feet. The aircraft crashed in an open field with no loss of life and negligible property damage. In risking his own life to safeguard the lives and property of others, LT Thigpen upheld the highest traditions of the U. S. naval service.



#### NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **KRUSER, BENJAMIN L.**, Gunner's Mate 1st Class, USN, for heroism on 6 Apr 1914 at Key West, Fla. Kruser jumped overboard from *uss Paulding* to rescue a shipmate who had fallen overboard and was in danger of drowning in a strong-running tide. In risking his life to save that of a shipmate, Kruser displayed a high degree of courage and initiative.



# TAFFRAIL TALK

**N**OMENCLATURE can sometimes be a baffler. What, for example, is a farm boy or, for that matter, a non-farm boy, to make of the title of the BuWeps pamphlet OP-2082—"The Care and Feeding of Hedgehogs."

If he has in mind the prickly little creatures sometimes found wandering in the vicinity of line fences and the back woodlot, he'll be wrong. But nevertheless, some of the rules apply equally well.

He'll probably nod his head in agreement with the first statement: "The hedgehog when approached right can be very friendly. But—technique is important."

"Feeding must be done with care." No one can quarrel with that statement.

"Do not walk in front of projector during loading operations." Hmmm. Come again?

"In the event of a misfire, no one should enter the danger area for 10 full minutes after the last attempt to fire." Misfire? Furthermore, no one in his right mind would want to enter the danger area at any time. Last attempt to fire? The people who wrote this book must have their animals mixed.

"The cradle locking device must be locked at all times, except when actually using or servicing the projector. Always treat the projector as though it were a loaded gun."

At this point we can visualize our ex-farm boy walking away shaking his head and mumbling to himself.

What's it all about? It's an ordnance publication designed to point up safety precautions for "hedgehog" type projectors and ammunition. The report dates back to 1955, and it's now a "classic," like the earlier "Sense" pamphlets of naval aviation.

We strongly recommend pamphlet OP-2082 and the Sense reports to anyone who is assigned the task of preparing an informational brochure, or a training document, or a safety booklet. Also to those who are convinced it is not possible to inject humor or a refreshing approach into a government publication.

★ ★ ★

"They just don't make them like they used to," says Lieutenant Gordon Hofstra, USN. And he's right. They sure don't.

Lieutenant Hofstra drives a 1921, four-cylinder, 20-horsepower Model T Ford. He was lucky enough to acquire it while a student at Kansas U. back in 1958 and, since then, has been busy putting around and fixing it up like new.

Until a while back, LT Hofstra was merely proud of his model T. Now he's respectful. Attached to Fighter Squadron 101 (VF 101), LT Hofstra is an instructor pilot in the twin-jet F4B Phantom II. When VF 101 returned to Key West after a storm, all hands found their cars flooded with salt water. They just wouldn't start.

Lieutenant Hofstra happily created hatred and discontent, not to mention envy, as he casually cranked up the Model T and putted off through a forest of raised hoods of the more modern types.

Now he's working on a relatively recent model—a 1930 Hupp.

*The All Hands Staff*

## The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

**We Serve with Honor**

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

**The Future of the Navy**

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● **AT RIGHT: YARD GOODS** — Yard crane and bridge of USS Shangri-La (CVA 38) are reflected in rain at Philadelphia Naval Shipyard where the carrier is undergoing overhaul. She is slated to return to her Fleet duties in May.





# **QUIET !**



## **Classified Material Being Handled**



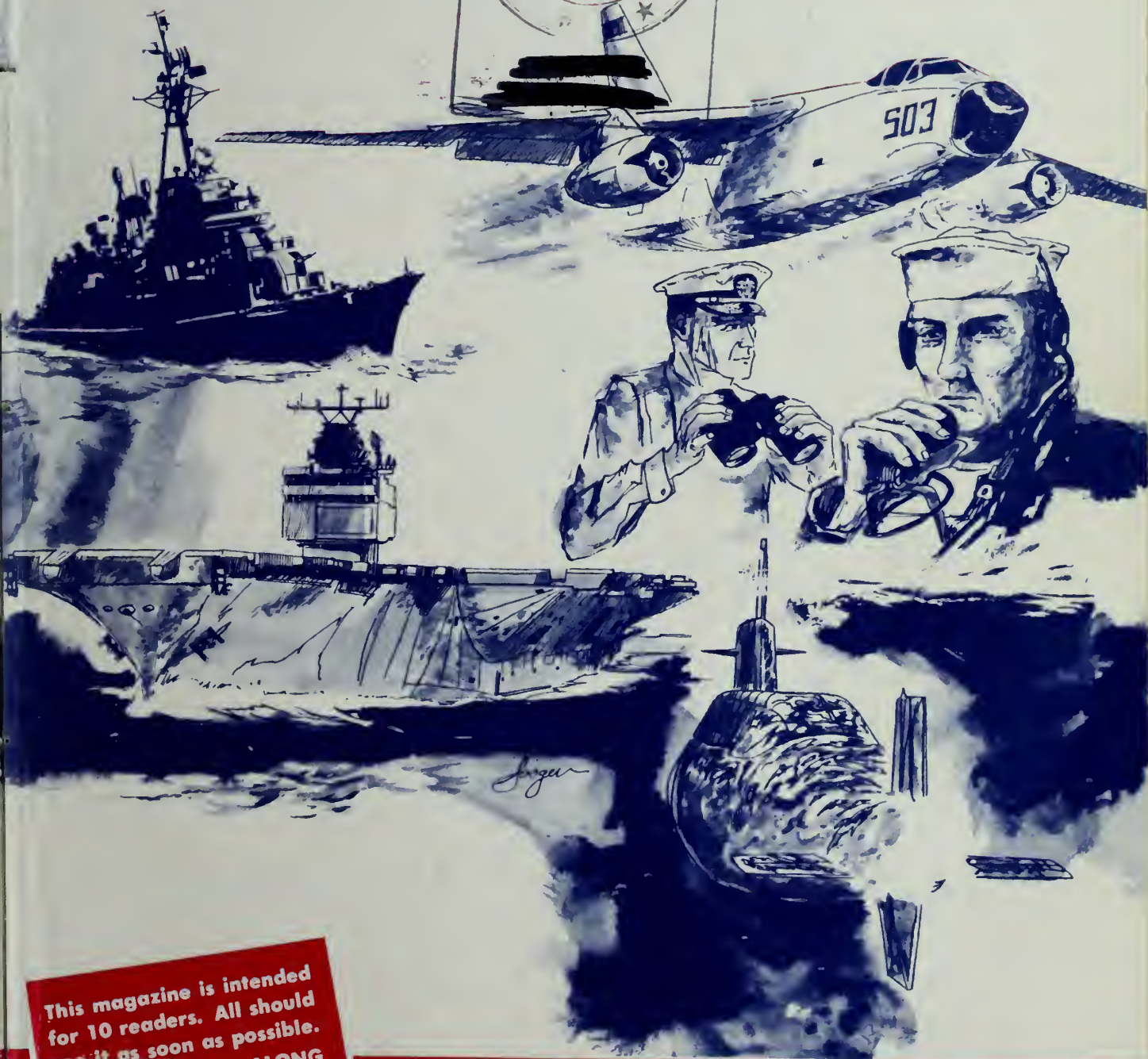
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# ALL HANDS



THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

*in this issue:* **SECNAV TASK FORCE REPORT**



This magazine is intended  
for 10 readers. All should  
read it as soon as possible.  
COPY ALONG

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MAY 1966









# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MAY 1966

Nav-Pers-O

NUMBER 592

**ALL HANDS** The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor, DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for **ALL HANDS** is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL BERNARD M. STREAN, USN

The Deputy Chief of Naval Personnel

CAPTAIN JOHN W. HIGGINS, Jr., USN

Assistant Chief for Morale Services

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### Taffrail Talk

64

John A. Oudine, Editor

Associate Editors

G. Vern Blasdel, News

Jerry Wolff, Research

Don Addor, Layout & Art

French Crawford Smith, Reserve

• AT LEFT: MISSILE MISSES—Guided missile cruiser *USS Columbus* (CG 12) pulls alongside her sister ship *USS Albany* (CG 10) upon entering her home port at Norfolk, Va.

• CREDIT: All photographs published in **ALL HANDS** Magazine are official Department of Defense photos unless otherwise designated.





ODD JOBS—Test Command's ability to analyze equipment has given it the task of evaluating ground effects systems.

# CONSUMER TESTING, NAVY

**M**OST COMMANDS base both their reputations and their press releases on the often-praised power of positive thought. OpTevFor, on the other hand, is more inclined to think negative, to be skeptical and to look for the worst. At OpTevFor, in fact, pessimism—with a positive attitude—is considered a professional attribute. And, most certainly, it has positive results.

Such an unlikely approach is as valuable as it is unusual. Were it otherwise many of the Navy's missiles, aircraft and similar important weapons and equipment might be little more than photogenic gadgets. OpTevFor is short for the U.S. Navy Operational Test and Evaluation Force, the command which makes certain the Navy's equipment is seaworthy before it is seagoing.

The story begins back in the 1930s

and 1940s. Technology was becoming a major factor in sea power, and the first models of radar and sonar were being designed and manufactured. The Navy was just learning one of the basic truths concerning (for lack of a better phrase) system psychology. Other things being equal, the Navy found the dependability of any apparatus varied inversely with its number of component parts and the fragility of those parts. Technical sophistication led directly to technical troubles. The more complex the machine, the more intricate and obscure the maladies which plagued it.

This would be precisely why, a few years later, the Navy would form OpTevFor. There is for example, a tale of technological woe concerning one of the first ships to be equipped with radar. It seems this ship was

caught in a dense fog while navigating inland waters. Relying on the newly acquired radar, the OOD fearlessly—and successfully—avoided the many navigational hazards and steamed out into open sea.

Later, the radar technicians discovered their equipment hadn't been working since the ship had first left port.

There were (no doubt) Old Navy veterans who would have preferred to chuck the new gadgetry over the side, but progress is irrevocable. Just as Henry Ford went ahead with plans for his model "T" instead of trading it in on a horse, the Navy went ahead with the technical improvements. Then, during World War II the "gadgets" proved invaluable. Despite problems, the devices were considerably better than anything possessed by the opposition.

TEST TUBING—Detachments of Operational Test and Development Force in Key West specialize in ASW, mine warfare.





**W**HEN THE WAR ENDED the Navy was free to consolidate and expand its technical gains. First on the agenda was the "sophistication vs reliability" problem. Its solution: *Tests.*

Not, however, just any kind of tests—newly designed equipment had always been tried out before acceptance. Henceforth, new equipment would only enter the Fleet after surviving what could accurately be called a trial by ordeal.

There would be a specialized command (OpTevFor, of course) specifically equipped to find fault with new gear. Production line models of proposed equipment would be given

## STYLE

to this command. This equipment would be taken to sea and operated, by Navymen, under the most demanding conditions which could be devised. It'd catch hell, in other words. And all the while the test command would watch closely for signs of trouble.

Later, the trials would be known as operational evaluations.

If the test command's negative argument was weak, the system tested could safely be manufactured and sent to sea with reasonable assurance it would perform as advertised. If, on the other hand, there were strong points against acceptance, the gear would be sent back to the manufacturer for improvement. Thus the Navy would avoid mass producing its technical problems.

Test duties were assigned to the U.S. Navy Operational Development



**NOW ON DUTY**—One of the projects of OpTevFor was the *Dash* concept.

Force, a group which had been established during the latter part of World War II to devise a defense against kamikaze attacks. This command, which had not had time to make a name for itself in its first job, quickly met with success on the second. A few years later its name was changed to the Operational Test and Evaluation Force—OpTevFor.

**T**ODAY OpTevFor headquarters are in Norfolk, Va. Here the two-star commander and his large staff keep track of an average 200 test projects and monitor the operation of subordinate test commands on both coasts.

It is here, in the red brick head-

quarters building, that test and evaluation project details are worked up. The assignments come directly from the Chief of Naval Operations, who has the responsibility for accepting or rejecting equipment which has been proposed for Fleet use.

The command is organized into several divisions, sections and units, each of which has a specialty—such as command and control systems, air warfare, mine warfare and so on. OpTevFor tests just about anything that can be categorized as operational equipment.

Soon after the Force commander receives an assignment from CNO, he chooses one of his staff to act as

**VARIED WORK**—Copter pilot, machine shop specialist and sonar technician represent some of the skills at test centers.







**SYMBOLIC**—Mine and torpedo decorate the entrance to the OpTevFor Detachment HQ at Key West, Florida.

headquarters project officer, and another man in a subordinate unit to serve as on-the-scene project officer.

A good deal of care is exercised in the appointment of these key individuals, for success or failure of the assignment will depend upon their performance. Appointments relate to past experience and training—an OpTevFor officer who made a name for himself in the Pacific mine force, for instance, would almost certainly work with OpTevFor's mine warfare test and evaluation section.

**I**N THE TESTING profession, success often depends on the ability of the two project officers to understand—

well enough to criticize—the operation of machines which other men have designed and manufactured. As a result, they devote the first few weeks after receiving an assignment to studying the technical manuals and generally becoming familiar with the new gear. Often, they attend schools and confer with the manufacturer's technical representatives and officers from OpNav.

This done, the two men write the test plan, a detailed description of the operations required to evaluate the equipment. This includes a list of factors to be observed and the conditions which should prevail for each of the tests.

In the meantime, Navy men in the testing unit which will handle the project are preparing for the forthcoming operations. OpTevFor has a number of subordinate units: three test and evaluation detachments, three air development squadrons and several assigned experimental ships. Each command has its specialty.

Representative of these are two commands on the Florida Keys: The Key West Test and Evaluation Detachment and, a few miles to the northeast, Air Development Squadron One at the Boca Chica Naval Air Station.

The Key West Test and Evaluation Detachment runs tests on surface-based antisubmarine warfare equipment, mines and mine countermeasures. In past years it has given CNO thumbs up on several very important weapons in these categories, including *Dash*, the SQS 23 and SQS 35 variable depth sonars, and several advanced torpedoes and mines now in Fleet use. At present, the unit is testing the SQS 26 sonar, helicopter-towed minesweeping gear and a modification of the Mark 46 torpedo.

**EXPERIMENTAL** destroyer *USS Sarsfield* (DD 837) is not so different from other greyhounds, but can be modified to facilitate her testing job with OpTevFor.



**T**HOUGH A TOUR with the detachment is considered shore duty for the enlisted men, they sometimes see very little of home and family. Before a project begins, the crew concerned may be sent to a school where they will learn to operate and maintain the new equipment. While testing is in progress, they are often on duty at sea or in other parts of the country. At times, in fact, the detachment's headquarters are all but deserted—the mine crew off to school preparing for tests of a new ASW mine, the sonar technicians putting a submarine detection and classification system through its paces off the coast of Labrador, and the torpedo shop trying out a new "fish" at an underwater test range.

Because of their extensive work with mines and torpedoes, the Key West Detachment has an underwater demolition team assigned. They monitor tests from under water and recover pieces of equipment when tests are complete. They also receive a good deal of extra duty—disposing of damaged munitions, recovering objects of all varieties, and disarming the occasional World War II mine dredged up from the bottom by the shrimp boats.

An indispensable qualification for duty with the Detachment is individual initiative. One mine crew officer recalls the time, in the not too distant past, when his shop was engaged in seven different projects in five different locations. The crew totals 14 minemen.

**L**IKE THE WORK of the other Key West Detachment shops, the mine crew's work is often technical—more so than that of minemen in the Fleet. Few mines are exploded during tests because of their high cost and the impossibility of examining the component parts after use. Consequently, electronic equipment is used to monitor the performance of submerged mines, and the explosion is simulated when the mine's trigger mechanism is activated. As a result, the minemen are responsible not only for the maintenance of their mines, but of the monitoring equipment as well.

The Detachment's support equipment is tailored to fit the specialized assignment. There is a well-equipped machine shop. The command shares a photo lab with another unit on the station, and often uses the facilities for technical work. There are service craft, specially modified, including a





**CRAZY MAN**—Wild looking craft are Ground Effects Machines shown speeding over water in tests at Norfolk.

## OpTevFor Tests Everything from MAD Gear to GEMs

OpTevFor's experience in testing and evaluating equipment has led to a wide variety of assignments. In addition to conducting acceptance tests, it is called upon to dream up new tactics and to find the best means of using weapons and equipment.

Another common task is furnishing men, ships and aircraft for technical at sea tests.

Perhaps one of the most interesting assignments is the fleet operational investigation. This is essentially a test which looks for possible

naval applications in new inventions or which develop the best procedures and tactics for the use of existing systems. A recent example of fleet investigations was the tests of ground effects machines (GEMs). SKMR-1, was built in the United States while the other two were of British design and manufacture. The purpose was to determine if such vehicles would be of value in naval warfare.

During the months of tests, three GEMs were often seen skimming across the water in the vicinity of

Hampton Roads. After extensive operations, OpTevFor was willing to vouch for the practicality of military GEMs, with particular emphasis on speed and versatility. SKMR-1, for instance, could reach a speed of 80 mph on calm waters as well as operate ashore on fairly rough terrain. It also performed satisfactorily in 10 to 12 foot seas.

The reports, when published, praised the air cushion principle and the Navy purchased three of the machines. A military version may soon be developed.



**HIGH AND DRY**—Two of GEMs tested by OpTevFor rest ashore during the evaluation of the air cushion systems.



**PLANE BUSINESS**—Air Development Squadron, Boca Chica NAS, specializes in testing airborne antisubmarine equipment. The P-3 Orion helps do the job.

65-foot converted Army tug used to lay and recover mines; a 40-foot personnel rescue boat used to shuttle back and forth, carrying supplies and equipment for the mine crews and torpedo crews at work in nearby areas; a 63-foot torpedo retriever and several small craft. The torpedo retriever, incidentally, serves a double purpose. On weekends it is converted to a special services fishing boat and used by Detachment Navymen and their families to go out after grouper, snapper, barracuda and the occasional sailfish.

Another OpTevFor unit, the experimental destroyer *USS Sarsfield* (DD 837), commonly ties up at the dock near the Detachment's sonar and electronics shop. Though experimental, *Sarsfield* is not different from other destroyers built near the end of World War II. Her assignment to OpTevFor, however, allows OpTevFor to make modifications for operation evaluation without an undue amount of red tape. The ship has served with the test command since the force was in development work back in the mid-40's.

**A** FEW MILES north of Key West, on another Key, is the Boca Chica Naval Air Station, home of Air Development Squadron One. Like the Test and Evaluation Detachment, VX 1's specialty is ASW—but of the airborne variety. It is manned by 45 officers and 230 enlisted men. There are also four exchange officers, one each from the navies and air forces of Great Britain and Canada.

On the Squadron's flight line are aircraft representing the three types of ASW planes. There are fixed-wing S2s, experimental versions of the ones based on antisubmarine carriers. There are several helos. There are three P-3 *Orions* (long-range turboprop patrol planes) and a P-2. In addition there may be other aircraft of advanced design, assigned temporarily for operational evaluation.

Although the outfit tests just about any item which falls into the air ASW category, its major projects are usually related to magnetic anomaly detection (MAD) gear, helo-borne sonar equipment and sonabuys.

At present, new and modified equipment for the P-3 *Orion* takes

up a good part of the squadron's time. The *Orion*, a turboprop land-based patrol plane is replacing the slower and smaller P-2 in the ASW field. Because the newer aircraft can carry more equipment and stay aloft for longer periods than the older model, much new equipment is being devised to take advantage of the situation.

Although a prime trait of the Operational Test and Evaluation Force is finding fault, operational evaluations usually yield positive results—aside from building Fleet confidence in Navy equipment. An operational evaluation is often the first time a new piece of equipment is used at sea while maintained by Navymen. OpTevFor men, representing those in the fleet, can often suggest changes which will benefit Navymen who will operate the equipment later. At this stage, before mass production has begun, such changes are relatively easy to make.

**T**HERE ARE ALSO tactical advantages to the tests. Officers, for instance, who test new aircraft or airborne weapons usually write the tactical doctrine for the use of the equipment. Tactical doctrine is a compilation of facts on a given weapon or aircraft—valuable information for the squadron Navymen who will eventually receive the gear.

When the test phase of a study is complete, the results are evaluated by the project officers, with assistance from statisticians and other specialists. This evaluation is based on the meticulous records kept during the test phase. Record-keeping is a serious business at OpTevFor, since seemingly unrelated "quirks" in the operation of a device may, when analyzed, reveal important weaknesses in design or manufacture.

Once the evaluation is complete, the results are printed (an operational evaluation sometimes outweighs the *BuPers Manual*) and submitted to the Chief of Naval Operations, with copies to interested type commanders, bureaus and units.

The report will usually make one of three recommendations: That the equipment be accepted for Fleet use without conditions; that the equipment be rejected; or that it be accepted for Fleet use providing certain discrepancies are corrected.

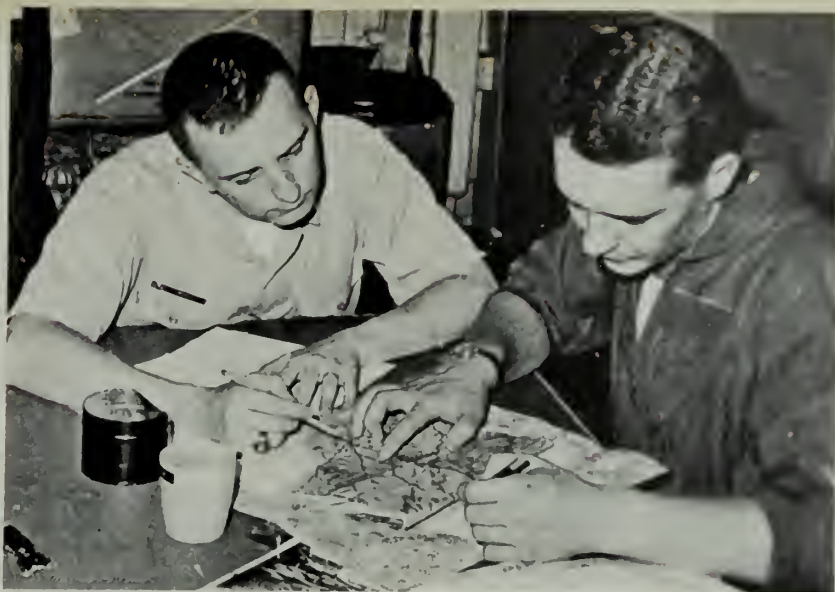
The latter is quite common. OpTevFor Navymen, in the tradition of critics everywhere, do not miss much.

—Jon Franklin, JO1, USN.

**NEW DUTY**—Converted Army craft is now used by the minemen at Key West.







PILOT checks terrain maps of flight pattern. Rt: Plane's cameras are tested.



## The Eyes Have It

**I**F A VOTE were taken to decide the most important element in planning an air strike, the eyes would have it. Camera eyes.

Photo reconnaissance is as vital to an air tactical commander as the press box scout is to a football coach on the sidelines. Nothing is easy in war, including the photo recon pilot's job. But he does make things a lot easier for strike pilots. His routine is similar to and as rigorous as a fighter pilot's. His trade is a highly technical and complex science, and an art.

A photo recon mission must be planned and executed with the same precision and attention to detail as any other combat mission. The pilot faces the enemy daily, with no weapons but his cameras. If attacked, his only defense is speed and maneuverability. He destroys the enemy—not with bombs or guns, but by prying into his secrets, disclosing his weaknesses and obtaining the intelligence so vital to modern warfare.

A mission begins the night before. The pilot studies maps, charts and any previous aerial photography of the target area to familiarize himself with features of geography and terrain. Next morning (circa 0400) he begins planning details of his mission; is briefed by the air intelligence officer; gets last minute instructions and information on weather over the target; and briefs his fighter escort pilot.

Within minutes of the plane's landing back on the carrier, the film is on its way to the lab for high speed processing. Meanwhile, the pilot is debriefed by the air intelligence officer. Twenty minutes after touchdown the processed film is delivered to intelligence. There it is marked with identifying codes and other pertinent information, and undergoes intensive study. A report is written by the intelligence officer.

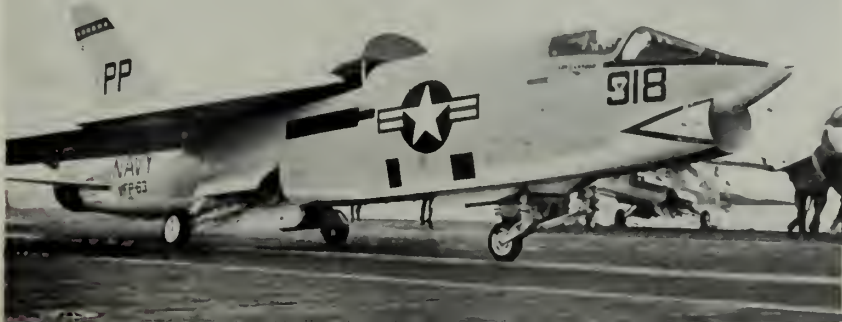
The report will form the basis of future tactical missions.



PHOTO GEAR is checked out for jet flight. Below: Film is analyzed.



CRUSADER rolls up to catapult for launching on photo reconnaissance mission.







LOTS OF PUSH—(YTB 775) backs out of berth. Rt: Skipper Marston, BMC, and J. E. Strachan, EN1, move to job.

# Little Guys with Lots

**T**HOSE TWO NAVY tugs pushing ships around Subic Bay aren't bullies—they're just doing their jobs.

Subic Bay Naval Station, in the Republic of the Philippines, along with adjoining Cubi Point Naval Air Station, supports and supplies the U. S. Seventh Fleet in Southeast Asia.

The two new tugs, named *Nashua* (YTB 774) and *Wauwatosa* (YTB 775) assist shipping traffic in Subic

Bay in docking and changing anchorages. They also tow cargo barges.

Attached to the Service Craft Division, the Navy tugs have the latest equipment to do their heavy moving job. The new YTBs along with 18 other yard craft have the responsibility of moving all ship traffic in Subic Bay. With the increase of Seventh Fleet commitments and activities in the South China Sea this has become an ever-increasing task.

Service Craft Division Officer Lieutenant G. W. Wood said, "We're glad to get these craft. They are the biggest and latest the Navy has and they'll help in moving ship traffic in any kind of weather since they have radar, which our older tugs do not have."

Both of the new tugs have about 2000-horsepower which provides about twice as much "push" as the older tugs of the same design have. In addition they are fully outfitted for firefighting. The tugs have internal fire smothering foam systems with a capacity of about 5000 gallons and they can handle and pump foam much better than any other service craft at Subic Bay.

The craftmaster of *Wauwatosa*, Chief Boatswains Mate Glen F. Marston, USN, has the same responsibilities as any ship's captain as he commands the harbor tug.

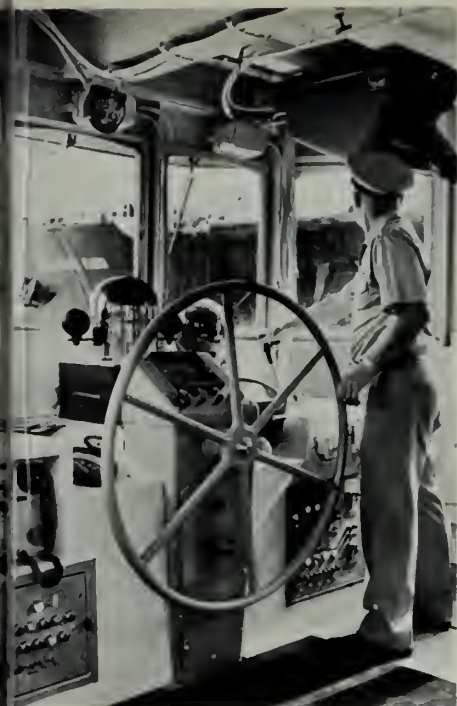
"This type of new tug makes the job of moving ships a lot easier on the crew," Marston said as he steered the tug toward a merchant ship getting ready to tie up at a dock.

"I can steer from either side of the wheel house. I've got dual controls and all I have to do is flip a switch to get control from either the starboard or port side," he said.

OFF TO WORK—*Nashua* (YTB 774) steams across to another job in Subic Bay.







WHEELHOUSE has the latest gear.

## of Pull

**B**OTH THE YTBs are equipped with hydraulic steering systems, which cut reaction time of the craft to steering commands from the wheel in half. They also have gyro compasses aboard where the older boats only had magnetic compasses. With radar, an accurate compass and good radio equipment aboard *Wauwatosa* and *Nashua*, they can also do ocean towing if necessary.

As the tug approached the merchant ship, Chief Marston slowed and steered it with only two controls. One, the engine room "telegraph," relayed information to the engines to vary speed as required. The other control is the tug's four-foot high wheel which is used mostly for steering the craft from one job to another.

When actually moving a ship the craftmaster will many times switch to "local" control on one side of the wheel house or the other. These are small, unimpressive-looking handles which can control the tug's movements as delicately as the larger wheel.

As the enlisted skipper eased against the big ship, sailors on the deck of the tug began to pass wire ropes aboard the merchantman which



DECKHANDS prepare lines on fantail as another tug moves in to dock ship.

would be used to control the movements of the larger ship.

With orders from the harbor pilot aboard the docking ship, transmitted by walkie-talkie, the tug pushed and pulled, maneuvering the ship into its berth. When the large ship was safely tied up, Chief Marston backed *Wauwatosa* away and was off on the next job across the harbor.

The chief explained that this was a seven days a week job. The men live aboard and the tug has a galley and a full-time cook.

"We have it set up so we get one day off a week, but if one of the other tugs goes in for repairs we just go right on working. We didn't secure until almost one this morning," the chief explained.

In the engine spaces below, Engineman First Class John E. Strachan walked around the gleam-

ing machinery of the new tug.

"The way this tug is designed we can get to any machinery in need of repair a lot easier than we used to on the old boats. Before we'd do everything but stand on our heads to work our way into a corner to repair a pump or something," the engineman said.

The tug's trip to the Philippines is a story in itself. *Wauwatosa* and *Nashua* were built in Marinette, Wisconsin. *Nashua* towed her sister from Wisconsin to San Diego. In San Diego both tugs were sealed against the weather and towed by a larger fleet tug to the Philippines without any crews aboard. After a five-month tour without crews to maintain the tugs three weeks were required to get them shipshape again.

—Photos and story by  
William M. Powers, PH1, USN



TORPEDO RUN—Type of ordnance used is checked by the Tactical Coordinator. *Rt:* Tacco and crew at debriefing.

## MEET TACCO: MAN IN A

PILOT and navigator act on information given them by Tactical Coordinator.



**A** LONE SP-5B *Marlin* seaplane scans the ocean on an antisubmarine surveillance patrol off the California coast.

Inside, a businesslike voice crackles over a scratchy intercom—barely audible over the drone of engines.

"Pilot, Tacco—we have a contact! Your new heading is 245. Contact intercept point eight miles. Suggested prosecution altitude 200 feet. Begin descent in 30 seconds."

This is the jargon of a relatively new breed of naval officer—the tactical coordinator. His title is usually shortened to Tacco, or simply TC. Both versions are used as synonyms for the man who quarterbacks the 11-man ASW team aboard a *Marlin*.

Specifically, a Tacco is a non-pilot aviation officer. His job is to collect, evaluate and correlate tactical intelligence information, and indicate tactical offensive or defensive measures to the pilot and crew.

For example, from the radarman the Tacco gets a bearing on a contact; from the navigator, a recommended course for contact intercept. Additional information is obtained from sonar and magnetic detection equipment operators.

**T**HE TACTICAL COORDINATOR, seated at his bank of scopes, dials, and computers, assembles this informa-





TACCO and crew rehash the mission.

# MARLIN

tion in a composite picture and recommends action accordingly. He includes an estimated time of arrival in target area; report of weather conditions in the target area; best search pattern to use; most effective altitude for the attack; number of runs on contact possible with current fuel supply; and kind of ordnance to be used—bombs, depth charges, aerial torpedoes or rockets.

The Tacco must be familiar with every piece of electrical, electronic, and mechanical equipment used by the *Marlin* and other patrol aircraft in antisubmarine warfare.

In addition, he must have a working knowledge of each crewman's job. This requires him to be familiar with basic principles and procedures of navigation, aeronautical engineering, physics, aerodynamics, electronics, mechanical engineering, radio, ordnance, radar and sonar.

A tactical coordinator's knowledge and skill in these and associated areas can often mean the difference between the success or failure of a mission. Therefore, sound tactical judgment and rapid responsive action are a must for TC trainees.

The Tacco's job—until about five years ago—was performed for the most part by pilots and navigators.

However, technological advances have created a need for specially



SCOPE OF IT—Tacco analyzes information and draws tactical picture.

trained non-pilot aviation officers to take some of the tactical load off pilots and navigators. The Navy calls them Naval Flight Officers (NFOs).

**T**HE NFO grouping breaks down into five specialties: Aerial controller, navigator, bombardier, radar intercept and antisubmarine warfare. The Navy draws its tactical coordinators from the ASW group.

An NFO's training closely parallels that of a pilot. Both groups attend the three-month preflight course

at the Naval Air Station, Pensacola, Fla.

After preflight, controller and radar intercept candidates train at Glynco, Ga., for about three and a half months. There, controller trainees are teamed with future pilots who some day will fly such airborne early warning planes as the E2-A *Hawkeye*. Radar intercept candidates work with jet pilot trainees who later may fly supersonic *Phantom II* fighters.

NFO bombardier, navigator and

**FINAL CHECK**—TC (far Rt.) and crewmembers make final check of search area.







**TACCO TEAM**—Radarman reports contact to TC Rt: Crewmember readies sonobuoy for drop on orders from TC

ASW candidates attend a three and a half-month advanced school at the Naval Air Station, Corpus Christi, Texas. They too are paired off for most of their course with future pilots—and receive instruction in celestial navigation, advanced calculus, complex flight theory applications, weaponry and the like. They also fly together, each mastering the techniques he will some day use in such Fleet aircraft as the A-3 Skywarrior bomber or the Marlin.

When the fledgling Tacco completes this course, he is designated a

Naval Flight Officer. He may be sent directly to a sea duty billet, in which he will begin on-the-job training in antisubmarine warfare. But, normally, he is assigned to a replacement training squadron for 19 weeks of additional instruction.

This phase of his preparation is handled by Patrol Squadrons 30 on the East Coast and 31 on the West Coast. During this period, he receives instruction in subjects ranging from flight planning to ASW tactics.

About nine weeks of the 19-week training period are spent at a highly

specialized ASW Training Center at Jacksonville, Fla., or San Diego, Calif. The San Diego course is run by the Fleet Airborne Electronic Training Unit, Pacific (FAETUPAC), headquartered at the Naval Air Station, North Island.

**A**CADEMICALLY, the course is broken down into three parts. The first three weeks are devoted to basic ASW tactics, operations and theory. The next four cover ASW systems—the digital computer, sonar, radar and magnetic detection devices. During the final two weeks, students are taught to assimilate, interpret and project data on an integrated display.

This is a mock-up of the instruments, computers and plastic status boards Taccos can expect to find aboard the Marlin, SP2H Neptune or P-3A Orion.

Upon completion of FAETUPAC instruction, students return to their parent training squadrons and complete the operational phase of their training. From there they move to the Fleet.

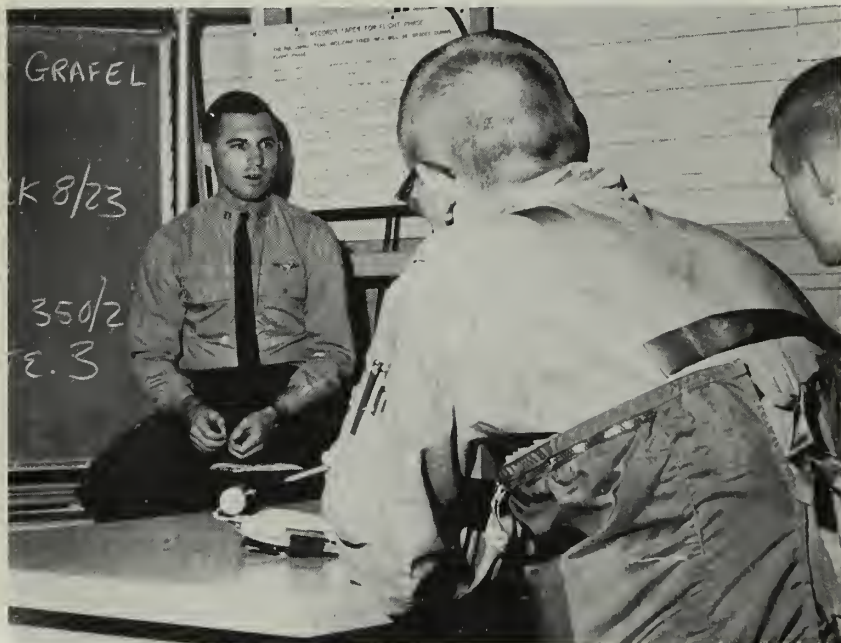
Patrol Squadron 31 officials say their instructors send about 120 tactical coordinators a year to the Fleet but, they add, "It is never enough."

The statement reflects the increased emphasis the Navy is placing on antisubmarine warfare and the tactical coordinator's importance in that program.

—William Polk, JOC, USN

Photos by  
Andrew L. Rothman, PH3, USN

**PRE-FLIGHT** briefing is attended by Tactical Coordinator and other crewmen.







SURGEON LCDR Kelly checks patient's cast. Rt: Nurse Bonnie Green attends patient.—Photos by F. T. Peak, PH3.

## Navy Hospital, Saigon

**T**HE SUN BLAZED down from its near noonday height as the patrol from the 2nd Battalion, 173rd Airborne, moved cautiously into the village in the "Iron Triangle," just north of Saigon.

All was deathly quiet. Suddenly, the silence was broken by the cracking fire of a sniper's gun. Army Medic Philip Knowlton dropped to his knees, cried out and fell face down in the dusty path. Knowlton's comrades rushed to his aid. The radio blared out a call for help. Minutes later, an air-evac helo settled down in a clearing nearby. Philip Knowlton was a combat casualty.

At the 173rd Command Post, radio operators relayed the information to the Medical Regulating Office in Saigon. They immediately contacted the three medical units in Saigon on their "hot line." Acting on information relative to the patient's injury and condition, the assignment went to Saigon General, the Navy hospital in Saigon.

A controlled pandemonium, Operation Dust Off, swung into action. Within seconds a gray ambulance, with doctor and corpsman aboard, roared off to the "Hot Spot," the landing pad for air-evac helos, to pick up Knowlton and give immediate aid. In less than one hour after being wounded Philip Knowlton was in surgery being given the best surgical and medical care available.

For the Navy personnel of Navy Hospital Saigon, this was just another everyday occurrence. Another incident where they were called upon to give their best to care for a person in need.

During the last year alone, more than 2000 bed patients have been treated by the staff of this Navy hospital. An additional 73,000 outpatients have passed through the outpatient clinic. Also the doctors and corpsmen act as inspectors for messing facilities in the Saigon area.

The Navy general hospital is the most modern and well-equipped hospital in the Republic. Its facilities



ON THE JOB—Jim Graves, HM1, receives emergency call at hospital.

ties include capabilities for major and minor surgery, radiological work and blood bank supply. It can accommodate 100 bed patients. Its staff has specialists in fields of thoracic surgery, psychiatry, and internal medicine.

Staffed by nine doctors, seven nurses, two medical administrators, and 84 enlisted corpsmen, the hospital has met challenge after challenge since it opened for business in September 1963. Its staff is devoted, versatile, and well trained.—

—G. David Whittaker, JO3, USN  
Photos by Frank T. Peak, PH3, USN

AT SAIGON—HM Eldon Hunt in clinic. Cecil Nolan, HM2, in pharmacy, and CAPT A. C. Hering, Senior Medical officer.







**DEEPFREEZE-bound** Navymen of VX-6 enjoy tour of Chee-Chee. Below: A view from a bridge over river Avon.



**WHERE TO?**—New Zealand tourists check mileage signs at the airport.



**FLOWER TIME**—Navymen touring Christchurch admire clock made of flowers.

## Headed for Down Under?

**W**HAT'S the finest overseas duty station?

Pose this question to any group of Navymen—who consider themselves authorities on the subject—and you're sure to receive a variety of opinions.

But, ask the same question of Air Development Squadron Six and the answer, to a man, will invariably be the same—"Chee-Chee."

Chee-Chee is Christchurch, New Zealand, the splendor city of the South Pacific.

Christchurch has been a haven for Navymen since the first days of Operation Deep Freeze, 11 years ago. Antarctic-bound servicemen who stage from Christchurch have found the city to be one of the most picturesque and cordial places in the world. Christchurch's hospitality toward the men who are destined for duty at the bottom of the world dates back to the turn of the century, when the British explorer Robert Falcon Scott led his expedition to the white continent.

Thousands of Americans have spent many days in Christchurch. They enjoy, among other things, its similarity to stateside towns. The city is somewhat smaller than Providence, R.I., with a population of 150,000. Yet it abounds with many tourist attractions which have been fascinating sailors for over a decade.

Edward M. Joynes, a VX-6 second class commissaryman, recently teamed up with two of his shipmates, Clarence C. Christy, first class avia-

tion machinist's mate, and Henry Moorehead, second class aviation machinist's mate, to cram as much as possible of Christchurch's sights and scenery into a single day's outing.

**F**IRST STOP on their tour was at a genuine American Indian totem pole. The pole is symbolic of the warm relations that exist between New Zealanders and Americans.

The inscription on the pole tells the story: "This friendship totem pole was presented to the people of Christchurch by the people of Oregon in appreciation of the warm hospitality extended to the officers and men of the U.S. Air Force and Navy during Operation Deep Freeze."

The 30-foot memorial, carved by a distinguished Indian artist during Oregon's international exposition in 1959, is an authentic work of primitive North American Indian art. A duplicate of the work stands in Portland.

Topping the pole, with 12-foot wings outstretched, is a thunderbird, traditional god of the storm. Further down is a killer whale, which honors Rear Admiral George J. Dufek, usn, a former Deep Freeze commander who helped to open the sea lanes to the Antarctic.

The eagle, king of the air, is the official symbol of the United States, and the grizzly bear, roughest and toughest of animals in Indian lore, honors Oregon's pioneers. The beaver, at the bottom of the pole,





SOME SCENERY—Highlights of Christchurch tour included botanical gardens and view from Summit Road.

## Chee-Chee Is a Great Whistle Stop

whose fur lured explorers to Oregon, is the state's official animal.

From the totem pole the three sailors went on to view one of Christchurch's more notable monuments, a statue of Robert Falcon Scott. Scott and four companions reached the South Pole in 1911 in one of history's most significant explorations.

Scott and his party all perished on the return journey. The statue, depicting Scott in Antarctic clothing, is the work of his widow, Lady Scott.

**N**O VISIT to Christchurch would be complete without a trip to its famous cathedral, situated in Cathedral Square in the center of the city.

This fine example of early English ecclesiastical architecture helps give the city its strongly English flavor. For nearly a hundred years, the citizens of Christchurch have assembled in the cathedral on occasions of national mourning and national rejoicing.

Since the city was originally a Church of England settlement, Christchurch Cathedral is of that denomination. Its interior is rich in historic memorials. Nearly 60 years ago the top section of the spire collapsed during a sharp earthquake shock, and that portion, for safety reasons, was replaced in wood sheathed with copper.

Christchurch is a city abundant in floral beauty. The most beautiful spot of all is the Botanical Gardens where Joynes, Christy, and Moore-

head spent the better part of the afternoon.

Bordered by a great loop of the meandering Avon River, the gardens feature shady walks with richly colored flower beds on either side. There are wide expanses of lawn where people and children play. Brass bands perform here in the summer months.

The area is a splendid example of formal horticulture, greatly appreciated by a city where most residents are keen amateur gardeners.

Gardening is the common hobby of Christchurch folk. Not content with the beautification of their own

properties, they turn their attention to the streets, planting flowers outside their front fences, cutting trim edges, and mowing grass on the roadsides.

In the late summer, Christchurch people tour their city by car, by bicycle or on foot, to see the prize-winning gardens, streets, and factory grounds which have taken awards in competitions organized by beautifying societies, horticultural groups and garden clubs.

**A**NOTHER MONUMENT of historical significance which drew the close attention of the three VX-6 men

TEA TIME—Sailors take time out for tea at picturesque cafe in an old castle.





N. Z. MEMORIALS—Bridge of Remembrance is dedicated to dead of WWI. Rt: Statue honors Antarctic explorer Scott.

was the Bridge of Remembrance which crosses the Avon River in Christchurch.

The bridge is a memorial to the New Zealand men who fell during World War I. Men who walk beneath its arch raise their hats in memory of the dead. A military barracks is not far from this spot, where Christchurch men crossed the river as they marched off for embarkation.

The peaceful Avon River, which

flows under the Bridge of Remembrance and through the heart of the city, gives Christchurch much of its character. The river's banks are neatly mown. Graceful trees—towering poplars and spreading oaks—and richly flowered plots add to the serene beauty.

During the summer months, office workers and shop assistants flock to the riverside in the thousands to eat their lunches in the open air.

Though many people believe the Avon was named after the historic stream which Shakespeare knew so well, it was, in fact, named after another Avon in that part of Scotland which was the home of the first Europeans to settle in Christchurch.

Another highlight of the sightseeing trip for the three sailors was the Floral Clock.

Situated on a sloping bank overlooking the Avon, this favorite attraction of photographers is similar to the one in Edinburgh, Scotland. Carefully tended by city gardeners, the clock is planted in flowers of matching colors. Even the hands of the clock carry flowers. Actuated by a concealed mechanism, the clock keeps excellent time.

**N**EAR DAY'S END the wandering Antarctic Navymen decided to view the city from a range of hills to the south which act as a rampart between the city and Lyttelton, its port. These hills are kept in their natural

beauty as is most of the countryside.

To drive along the summit affords a panoramic view of ocean, city, patterned farmlands, and ice-tipped mountains in New Zealand.

Road and rail tunnels now give speedy transit between port and city, but when the first settlers arrived more than 100 years ago, they had to climb these hills for their first view of their new home.

The tour ended where every sailor's actual first view of Christchurch begins—at the international Airport.

Christchurch is proud of its tradition in aviation which dates back to 1890 when the first balloon ascent in New Zealand was made from one of the city's parks. (The balloonist drifted out to sea and was never seen again.)

The airport is the only one in the world to have an Antarctic Arrivals and Departures desk.

Not far from the airport are the transient barracks where American sailors and airmen are accommodated during each Deep Freeze season.

Also near the airport is a huge maintenance aircraft hangar which is used by VX-6 for the upkeep of its fleet of Antarctic planes, including C-121 *Super Constellations* and ski-equipped C-130 *Hercules*.

Christchurch, New Zealand, is a VX-6 man's "home away from home."

—Lee Quinn, JOC, USN

Photos by Bill Mason, PH1

FROM USA—Totem pole was presented New Zealand by state of Oregon.





## East Coast Wins Boxing

**T**HE EAST COAST entered some new talent in the All-Navy Boxing Tournament this year, and broke the NAAS Ream Field monopoly on titles by taking seven of the ten final bouts.

However, most of the matches were closer than the tally implies. There were six split decisions, three unanimous decisions and one technical knockout.

As always, the field was peppered with familiar names from past years, but not all of them fared well. Of the three incumbent West Coast champions, all from Ream Field, only Roy DeFillippis managed to retain his title.

Ream Field boxers comprised seven of the ten West Coast entries.

Among the East Coast ranks, Richard Pettigrew, the perennial heavyweight favorite, won his seventh straight title with a TKO over Keith Willard of NTC San Diego. The two-round bout was the only non-decision fight of the meet.

Pettigrew was awarded the tournament's Outstanding Fighter award for the feat.

Roy DeFillippis of Ream Field battled Oliver Ewell to a split decision in their bantamweight bout. The win gave DeFillippis his third All-Navy crown.

Ironically, Ewell, who won the East Coast title in the featherweight class, had switched weight classes with teammate John Mayo, who won the bantamweight crown in the coastal competition.

For Mayo, however, the switch was a good one. He won the featherweight title by beating Al Robinson of Ream Field. Mayo was featherweight runner-up last year.

Morris Harris, who fought as a light-welterweight in 1965, entered the lightweight division this year, and decided defending champion Fernando Trujillo.

Another incumbent champion, Roger DeWees of Ream Field, lost a decision and his title to Talbert Anderson of USS *Lake Champlain* (CVS 39) in the light-welterweight division.

Adrian Johnson, last year's welterweight runner-up, stepped up a notch this year. He won the division title by a unanimous decision over Manuel Ramos of Ream Field.

Bill Elliott, one of the three non-Ream Field fighters on the West Coast roster, scored a unanimous de-

## FROM THE SIDELINES

**A**T SAN DIEGO Naval Training Center, 11 Waves are Navy Rifle Experts. And two of them are Navy Pistol Experts. And one is a National Rifle Association Master.

The Waves hold the women's national record of 939-45V for National Match Course high power rifle shooting. And two national team titles. And the 11th Naval District Invitational team trophy.

And not many men's teams can top that record.

The 11 Waves comprise the NTC Wave Rifle Team, which came into existence late in 1964. The team was a project



of Daniel F. Morine, Jr., EOCS, who founded it just after he won the National Service Rifle championship.

Morine taught the girls the fundamentals of marksmanship in off-duty hours, and watched their progress.

In March 1965, the Waves entered their first match at Camp Elliott, home of the NTC Small Arms Training Unit. They won the Marksman Team Sharpshooting Trophy.

Two trophies later, the team won the 11th Naval District Invitational team championship.

Then, in December 1965, four of the Waves, firing M-1 rifles, established the new women's national high power rifle record. They topped the old record by 30 points and added more hardware to their growing collection in the form of the National Women's Open and National Service Team (Large Bore) trophies.

Since the Waves must practice and participate in matches in their spare time, the make-up of the team varies from

match to match. In addition, the Waves have modified the standard men's firing position to suit their small sizes.

But despite the drawbacks of size and duty, they have all become good shooters.

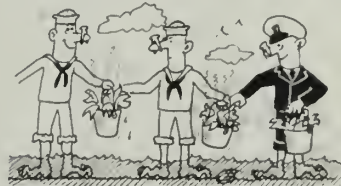
That's why they're winning trophies.

★ ★ ★

Throwing back 21,800 fish would be a heartbreaking task for most fishermen, but three at NAS Memphis, Tenn., did just that and didn't complain a bit. The fish were too small, anyway.

The bucket brigade consisted of the president, vice-president and officer advisor of the Navy Memphis Rod and Gun Club, who restocked the air station's 18-acre lake with bluegills and channel catfish, as part of a club conservation project.

The lake was recently dredged to a depth of 20 feet to accommodate the new inhabitants. It was drained for the dredging process, and is now filling from the winter



rains. It will be fertilized to stimulate the growth of plant life to feed the fish.

Another maintenance task will be control of the mud in the water. Cottonseed meal will be applied to the lake to keep the mud on the bottom.

The fish were supplied by the National Fish Hatchery at Corning, Ark. The lake's fish population will be limited to the three kinds listed above, for a proper balance.

Thanks to the Rod and Gun Club, the lake will be open by late spring. Then the Memphis fishermen won't have to throw back what they catch.

—Kelly Gilbert, JO2, USN



**VACATION TOUR**—Golf pro Billy Casper tees off from USS Yorktown elevator during tour of combat zone. Casper was formerly a Navy golfer.

cision over Vince Fagan to win the light-middleweight title. Elliott, of USS *Constellation* (CVA 64), is an 11-year boxing veteran. He was runner-up in the Far East Interservice competition in 1965.

A new name in All-Navy ranks, LaVaughn Waterford, East Coast, defeated 1965 runner-up Billy Brown of Ream Field in the middleweight final.

Light-heavyweight Alvis Gillespie, of USS *Sperry* (AS 12), won the third and last title of the night for the

**FAST WORK**—U. S. Navy bobsled team of LT Paul Lamey and Bob Huscher, ADR2, take turn on mile-long track at Mt Van Hoevenberg, Lake Placid, N. Y., while practicing for 1966 National and North American championship races.



**NAVY ALL-STAR** Al Clark scores on a hook shot against Marines in Interservice tournament. Navy beat Air Force and Marines, lost to Army.

West Coast team by defeating Paul Cardoza in a decision match.

The tournament was held under new rules this year. Instead of the five regional tournaments usually held, the boxers were split into East and West Coast divisions after their respective district tournaments to vie for berths in the All-Navy finals.

As a result, the service-wide tournament was held to one night, although the participants fought about the same number of bouts as before en route to All-Navy competition.

Some of last year's All-Navy participants were knocked out of the running in the coastal meets. Among them were flyweight Jim Logan and light-heavyweight Jimmy Van Buren on the West Coast, and light-heavyweight Jim Finley and welterweight Jim Lujan on the East Coast. (Lujan, though he lost in the East Coast finals, was selected as outstanding fighter of that tournament.)

Most notable of the absentees in the finals was Jimmy Rosette, a six-time All-Navy champion in the middleweight and light-heavyweight divisions and a 1964 Olympic boxer for the U. S. Rosette became a professional fighter after the Interservice competition last year, and thus is ineligible for Navy competition.

—Kelly Gilbert, JO2, USN

### Basketball Stars Join Army

Two Navymen, Al Clark of Sub-Lant and John Snipes of SubPac, were augmented to the Armed Services basketball team for the National Amateur Athletic Union championships in Denver.

The team, comprised mainly of Army players, is the defending NAAU champion.

Clark and Snipes were picked as a result of their play in the Interservice tournament.

Navy's All-Star team, of which they were a part, took second place in the Interservice meet by losing its final game to Army, 76-61.

Army went undefeated in the tourney, winning its three round-robin games by 24, 31 and 15 points.

### Whizzes on the Bobsled

A Navy two-man bobsled team has won third place in the National Amateur Athletic Union championships at Lake Placid, N. Y.

The sled, piloted by Lieutenant Paul Lamey, made four runs on the mile-long Mt Van Hoevenberg course in a total time of 4:52.53. Ken Morris, ABAN, was brakeman.

Mt Van Hoevenberg is the world's fastest bobsled run, and the only Olympic mile run in the Western Hemisphere.

As a result of the team's efforts this season, capped by the recent trophy showing, it is being considered for a berth on the U. S. team for the 1967 world championships to be held at Grenoble, France.

Other Navymen in the NAAU meet were Bob Huscher, AD2, and Harry Peterson, BU3.





# **A NEST of NAVY WHIRLY BIRDS**



FLYING FROM ship or shore, helicopters in various shapes and sizes perform many important tasks in today's Navy.

# From Ugly Duckling to

**T**HE WHIRLYBIRDS have arrived. Destroyers have evolved new shapes to accommodate them. ASW experts have planned their strategies around them. The Marines go ashore in them. Often the mail depends on them. Many pilots owe their lives to them. The Navy could not easily do without them.

In the earlier days of aviation it took imagination just to believe in them.

The Secretary of War and the Secretary of the Navy pretty well sum-

med up the prevalent feeling during the winter of 1917, when they settled on a helo development policy. By mutual consent they decided to limit the military's part in helicopter schemes to moral support—at least until an ingenious someone could demonstrate a helicopter which would, among other things, fly.

Their decision was understandable. The helicopter by its very nature requires a great deal of power simply to get off the ground. In 1917 there was no lightweight engine

which could do the job. Had there been, the helo *still* might not have flown—the infant field of aeronautical engineering had yet to design a really efficient rotor.

As a result, few helos could lift their own weight. Those which did become airborne encountered immediate control problems and had to be flown on a short tether. Under the circumstances the military was being almost charitable to offer moral support. The future of the helicopter looked dim indeed.

EARLY BANANA shows it has developed muscles and is ready for the Fleet.



**T**HE OUTLOOK improved—briefly—in the early 1930s, when the Navy purchased the XOP-1 autogiro. This craft, though not a true helo, had several features which were eventually incorporated into the successful, present day ship's angel.

Basically the XOP-1 was a conventional fixed wing aircraft, complete with the standard nose propeller and tail assembly. Its sole qualification as a weird bird was the free-spinning rotor mounted atop the fuselage.

When the aircraft was in motion





COPTER ASW squadron readies bird.



A START—First autogiro (XOP-1) bought by Navy lands at Anacostia in 1931.

# Navy Angel

this rotor was set spinning by the force of the airstream. As a result the XOP could take off and land on a very short runway and, when airborne, could flap along safely at a pace considerably less than the stall speeds of other craft. It could not, of course, hover.

After tests (some aboard the carrier *Langley*) the fixed wings were removed and the XOP became the first naval aircraft to fly completely dependent upon a rotor for lift.

Despite this distinction, the craft was eventually rejected. The disadvantages, the Navy found, far outweighed the advantages. A small payload, a short flying range and a richly deserved reputation as a pilot's nightmare were responsible for the demise of the XOP. The XOP-1 aircraft, however, did see some limited service with the Marine Corps.

All this was a prelude: The big break came shortly before the war when Igor Sikorsky flew the VS-300, the first practical American helicopter. It was not long before the flying eggbeater had Navy friends.



TWO-TIMER—World's largest (back in 1946), also Navy's first twin engine job, was used as research vehicle. Below: Early demonstration in air-sea rescue.





A MINER—Helicopter takes off from an LST to spot mines during Korean conflict. Rt: Copter receives pre-flight check.

**T**HROUGHOUT World War II the Navy cooperated with the Army Air Corps to develop helicopters for military use. On 24 Jul 1942 the Navy decided to purchase four helos similar to the VS-300 for guinea pig purposes. In 1943 the Navy established a separate training activity,

operated by the Coast Guard, to turn out helo pilots.

Even at this early date, the adaptability of the whirlybird was apparent, and there was some thought of flying them from merchant ships in antisubmarine operations. The Coast Guard saw the obvious pos-

sibilities for search and rescue. Some surface sailors probably noticed room for landing platforms on battlewagon fantails, though such use did not come until 1949.

The demand stirred production and production stirred interest. When the war ended there was time and money for concentrated development efforts. In 1946, on 25 March, the Navy flew its first dual rotor helicopter. By 1950 several types of whirlybirds were operating with the Fleet.

An example of these early sea-going copters was the HO3S-1, which first joined the Fleet in 1947. All told, the Navy purchased about 90 of these birds, the first four specifically for duty with the South Pole expedition of 1946-47. The HO3S-1 was later used for general purpose work ranging from mercy missions to mail delivery.

Of a helicopter's vital statistics, perhaps the most important is its payload: The HO3S-1 could lift off with a gross weight of 4900 pounds—3650 of which was, unfortunately, pure puddle-jumper. The 1250 pounds remaining would make for a fine mail call but (1947 was before the days of microminiaturization) allowed for precious little sonar gear.

**T**HE DEVELOPMENT of the HUK antisubmarine forces, and of the ASW helicopter, is a story in itself. As early as 1943 a board was established to evaluate helicopters for ASW work, but the helo was still too limited. Because of the small

### Copters Earned PUC

The value of the ship's angel, at no time a matter for debate among carrier pilots, was never more conspicuous than during the Korean conflict. The actions of HU-1 detachments in the combat area earned the Presidential Unit Citation:

"... for extraordinary heroism in action against enemy aggressor forces in Korea from 3 July 1950 to 27 July 1953. Pioneering in the employment of helicopters under combat conditions, Helicopter Squadron One achieved a brilliant record while participating in every battle against the enemy throughout this period. Obligated to develop its own tactics and operational procedures, this resourceful and intrepid squadron spotted and directed naval gunfire in actual combat; spotted and destroyed enemy mines; effected the rescue of 429 persons, many of which rescues were carried out over hostile territory in the face of enemy fire; transported personnel and prodigious amounts of mail and material at sea; relieved destroyers of daylight plane guard duties; and maintained ninety-five percent

availability for assigned missions. The courage, ingenuity and inspiring teamwork of the officers and men of Helicopter Squadron One were contributing factors in the success of friendly forces in Korea and were in keeping with the highest traditions of the United States Naval Service."



WHIRLYBIRD leaves USS Iowa to check results of the BB's afternoon bombardment of the Korean shore.





**ICEMAN TOO**—Choppers operating from icebreakers have been a big help in polar regions. Below: Vertical unrep.

lifting capacity and hovering limitations, the ASW helo was reluctantly set aside until a later date.

In 1949, ASW helo development began in earnest at Key West, home of Air Development Squadron One. VX-1 began the program with 10 HO4S-1s, a version of the S-55. (An earlier squadron, VX-3, had been commissioned in 1946 to study various naval applications of the helicopter.)

In the beginning, success was something less than overwhelming. High temperatures and humidity, coupled with lack of wind, taxed the HO4S-1 engine beyond its capacity, and the Navy was forced to try another bird.

For the second try VX-1 settled upon the HRP *Rescuer*, perhaps better known as the *Banana*. By stripping the fabric covering from the metal frame, the *Banana's* lifting capacity was brought up to a reasonable figure. The helo was flown, and the results were encouraging—meaning the idea worked fine until the electrical gear, designed to be protected by the fabric skin, began to fail.

VX-1 arranged for a swap with the Marines at Quantico—the useless (for ASW) HO4S-1s were traded for more *Bananas*. The fabric was stripped from the new birds and, by dint of effort and imagination, the electricians devised a way to protect the electrical devices.

**T**HE WORK WITH THE *Banana* led directly to the HSL, the first helicopter designed especially for

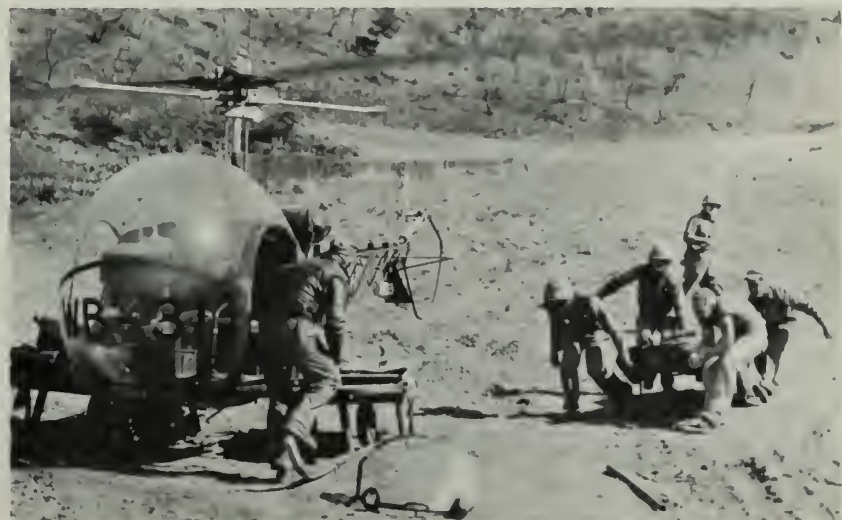
ASW. The first HSL was delivered to the Navy in 1953, and by the end of 1956 a total of 51 had been accepted.

It was the single rotor HSS-1 and HSS-2, however, which were destined to become the backbone of the first helicopter ASW forces. The first HSS-1 was accepted by the Navy in 1954 and the first HSS-2 in 1959.

The HSS-1 was not equipped to fly ASW missions at night, and during the early 1950s the Navy devoted considerable time and effort to developing a night-flying whirlybird. The first of these was a converted HSS-1 which was flown on 26 May 1958. A few months later the HSS-2 *Amphibian*, designed for



**LIFE SAVER**—The whirlybird came into its own during Korean conflict, performing many combat missions. Here, helo lands at front to evacuate wounded.





**CARRIER BASES**—Copters play important role in amphib assaults, operating from LPHs and, in ASW, from CVSs.

night missions, made its first public flight.

While the Navy was working on an ASW helicopter, the Marine Corps was developing tactics and techniques for the use of helicopters in amphibious operations. An experimental squadron had been commissioned in 1947, and it soon added vertical envelopment to the list of helicopter missions.

The first Marine helos used in combat were HO3S models. On 3 Aug 1950, at Changwon, Korea, these whirlybirds went into action in support of the First Provisional Marine Brigade. During the first day in combat the helos delivered rations and water to troops on a mountain-side and evacuated heat casualties. During that and other actions the helo proved invaluable for evacuating the wounded to base hospitals and hospital ships.

Slightly more than a year later, Marine Helicopter Transport Squadron 161 arrived at Pusan, Korea, aboard *uss Sitkoh Bay*. Flying HRS-1s, which are capable of carrying considerably more than the HO3S,

the squadron began Operation Windmill I, lifting supplies for the First Marine Division. Then, on 21 Sep 1951, the squadron carried 224 troops in the first helicopter landing of a combat unit.

**A**FTER THE KOREAN CONFLICT CVE 90 was converted to handle helicopters and to accommodate 1000 Marine combat troops. Commissioned on 20 Jul 1956 as *uss Thetis Bay* (CVHA 1), the ship was the forerunner of the amphibious assault ship (LPH).

In the meantime, the Navy was developing remote-control helicopters. On 23-24 May 1957, a drone helo made about a dozen remotely controlled landings and takeoffs from the fantail of *uss Mitscher* (DL 2) off Narragansett Bay.

Although the drone was manned by a safety pilot, the flights demonstrated that the drone control system would work, and later flights led to the eventual Fleet use of the *Dash* drone helicopter.

The helicopter, for all practical

purposes little more than two decades old, offers many possibilities for the future.

During the Korean conflict helos were used by airborne spotters for the mine force, and experiments began with having them tow the gear. Since then the Navy has been improving on the concept and, who knows, an MSE (MineSweep: Eggbeater) may yet be forthcoming.

In 1960 at Panama City, Fla., the soundness of the new lightweight minesweeping gear was demonstrated. A twin-rotor helo lowered new lightweight minesweeping gear into the water, towed it, then retrieved it. Later that day, conventional minesweeping gear was towed by a surface minesweeper, transferred to a helo by means of a hook, transferred to a second helo and, finally, back to the minesweeper. At present the U. S. Test and Evaluation Detachment at Key West is evaluating a new type of sweep gear designed specifically for helo tow.

Other possibilities? No self-respecting swami would dare to list them.

—Jon Franklin, JO1, USN

**HOT SPOTS**—Choppers rush Marines to front in Vietnam and (rt.) demonstration shows potential as fire fighter.







ANGEL'S VIEW—Helicopter pilot keeps watch during air recovery operations aboard USS Bon Homme Richard.

# HOW TO FLY A COPTER

**L**EARNING TO FLY the helicopter can be an ego-shattering experience. Consider the Navy pilot who has been flying conventional aircraft for many years. He probably has been around a bit, flown lots of different types of aircraft, and feels that he can handle just about anything.

Then he begins training as a chopper pilot. After a week of ground training, he tries to fly the whirlybird for the first time, and discovers that he is the most uncoordinated person in the world. He wishes he had a few more hands when he tries the maneuver characteristic of the helicopter—hovering.

To control vertical movement, he uses the collective pitch stick, which protrudes through the cabin floor on his left side. This changes the angle of attack, or "pitch" of the rotor blades, and controls the amount of bite which they take of the air.

At the same time, he must arrest his lateral movement by using the cyclic stick to keep his rotor hori-

zontal. He also must adjust the throttle to keep the speed of his rotor constant.

Meanwhile, his feet are busy regulating the pitch of the small rotor in the tail, to keep the copter from responding to torque, and spinning in the opposite direction from that of the main rotor.

When he thinks he has settled his bucking eggbeater down and is actually hovering, he over-controls

**GOOD SHOW**—Copter pilot LCDR Allen L. Kruger, USN, removes helmet after returning from rescue mission.



just a bit and flies off in all directions.

Perhaps overstated a little, but that's just about what it's like learning to fly the helicopter. It can do extraordinary things, and likewise it takes some extraordinary skills to fly it.

**H**OVERING, while one of the more difficult tasks for the student, is by no means the only new technique he must learn before he becomes a chopper pilot.

He'll have to develop a smooth, steady hand on his controls. Because of the helicopter's innate ability to move through the air in any direction, and to change course instantly, the pilot must learn to compensate for every change of direction with just a little squeeze on his controls in the opposite direction. Until he learns this technique he will probably look more like he is piloting a rocking horse than a helicopter.

Now and then he will discover that he almost has to force his air-



**FUTURE BIRDMEN** first learn to fly the small H-13 Sioux, then move on to larger and more complicated helicopters.

craft to land, because of the ground cushion which is created by the downdraft of his whirling rotor. This ground effect is produced when the helicopter hovers at an altitude which is less than the diameter of his rotor sweep.

In addition to these general principles of rotary wing flight, the student is given certain exercises to

complete before he is considered qualified as a helicopter pilot. He must:

- Take off sideways and climb at a 45-degree angle.

- Starting at 200 feet altitude, make a 60-degree glide and land on a marked spot about 20 feet square.

- Take off backward. Continuing

in the same direction, swing the tail of the copter around and fly nose-first.

- Fly around the perimeter of a square and stop and hover at each corner, without deviating more than a foot laterally or vertically from the flight line.

- Make rough-terrain landings.

- Cut his engine and settle safely onto a predetermined spot.

**ENOUGH SAID**—Sign over the gate at Ellyson Field, Fla., speaks for itself.



**T**HIS LAST MANEUVER requires a little more explanation. Contrary to what many people believe, if a helicopter's engine quits, it is not always fatal. The aircraft will land without power, if it is handled correctly.

A safe no-power landing is accomplished by employing "autorotation." This is the most difficult maneuver a helo pilot must learn, but in an emergency, it is the most vital.

When he loses power, the pilot must react instantly. He reduces his collective pitch, taking all the bite off the rotor blades. His timing is critical. If the angle of attack is not reduced quickly, allowing the blades to flatten out, they might spring up like rabbit ears, and break off.

If all goes right, and the pilot has reacted quickly, the spin of the blades allows the helo to settle gently to the ground. A pilot who knows what he is doing can set a chopper down in autorotation without so much as a jolt.

A Navy helicopter pilot learns to fly his unusual craft at Ellyson Field, nine miles north of Pensa-



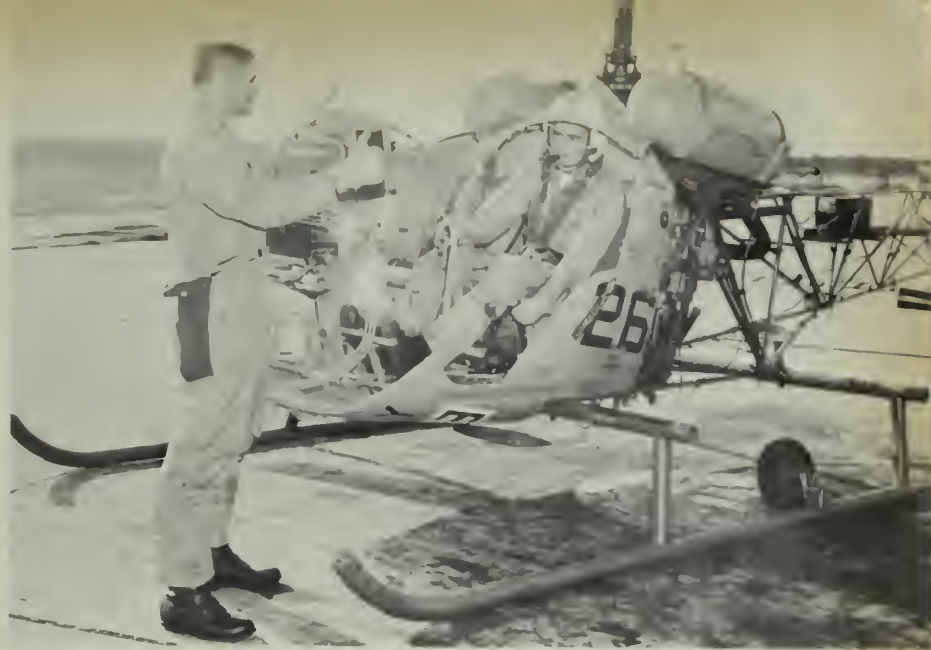
cola. He reports to Helicopter Training Squadron Eight (HT 8) and joins students varying in rank and experience from aviation cadets to veteran fixed-wing pilots.

**H**ELICOPTER training at HT 8 covers 12 weeks, 80 hours of which the student spends in the classroom, and about the same number in the air. He studies a totally different concept in aerodynamics from what he may have learned previously. His classroom training includes courses in antisubmarine warfare, survival, meteorology, and a course which is especially important to helicopter flying, weight and balance.

He first learns to fly the small, two bladed H-13 *Sioux*, then when he has mastered the basic techniques of flying the helicopter, he moves on to the larger, four bladed H-34 *Seabat*. After his training at Ellyson he will go on to fly many different operational helicopters, including the SH-3A *Sea King* and the UH-2A *Seasprite*.

He will learn the meaning of variety in his future as a chopper pilot. His assignments may include duty on a CVS, or a CVA, an LSD, a cruiser, an AFS, or an icebreaker in Operation Deep Freeze, to name a few.

His jobs will range from rescuing



**IT'S YOUR BIRD**—Instructor gives student pilot signal to go ahead and try solo.

pilots out of a choppy sea to transporting an admiral from his flagship to a carrier, or from transferring tons of cargo between ships to hunting for submarines, and maybe even plucking an astronaut and his capsule out of the water.

More than likely, our helo pilot will like his new job, and will like the whirlybird he thought so ungainly before he learned to fly it. The low altitude at which he constantly operates will give him the sensation of speed, which is all but

lost in a high-flying fixed wing. He'll like the positive control he has over the aircraft, the feeling of being complete master of where he is going.

He'll get used to walking out of the hangar, climbing into his chopper and vaulting right into the air, without taxiing around the runways for 20 minutes waiting for the traffic to clear.

In short, for the newly designated helicopter pilot, flying is fun again.

—Jim Teague, JO1, USN

**EXPERT TOUCH**—Flying the whirlybird requires a lot of skill and training. Here, choppers lead ASW group formation.







# It's Vertical Envelopment

**I**N A RECENT AMPHIBIOUS training exercise, helicopters and landing craft from amphibious ships of the Seventh Fleet landed 1200 combat-ready Marines of the Second Battalion, Third Marines, on the Philippine island of Mindoro.

HMM 362 helicopters loaded with troops left the deck of the amphibious assault carrier *uss Valley Forge* (LPH 8) at H-hour for landing zones inland, while landing craft dropped their ramps and discharged combat troops on the beach.

After landing, the troops deployed and secured their first objectives, then continued the advance inland to link up with the helicopter landed force. Meanwhile, landing craft continued to bring in additional troops,

artillery, and supplies to support the troops ashore.

The two-day exercise was one of a continuing program of amphibious exercises designed to keep the Navy and Marine forces in readiness for the assault of hostile beaches using amphibious assault techniques developed through the years. These techniques have again proven successful in operations in Vietnam.

*Top Left:* Flight deck officer gives signal and a Navyman leads Marines down the deck of *uss Valley Forge* (LPH 8) to waiting copter. *Top right:* Helicopters from *Valley Forge* land Marines inshore. *Bottom Left:* Chopper departs for ship to pick up another load of troops. *Bottom Right:* Surfside, landing craft unload Marines during amphibious assault.







## In & Out of the Hot Spots

**N**AVY CONSTRUCTION men working under fire in world War II built a reputation that earned them the title of "The Fighting Seabees." Once again, this time in Vietnam, they are in the hot spots, building installations under enemy fire.

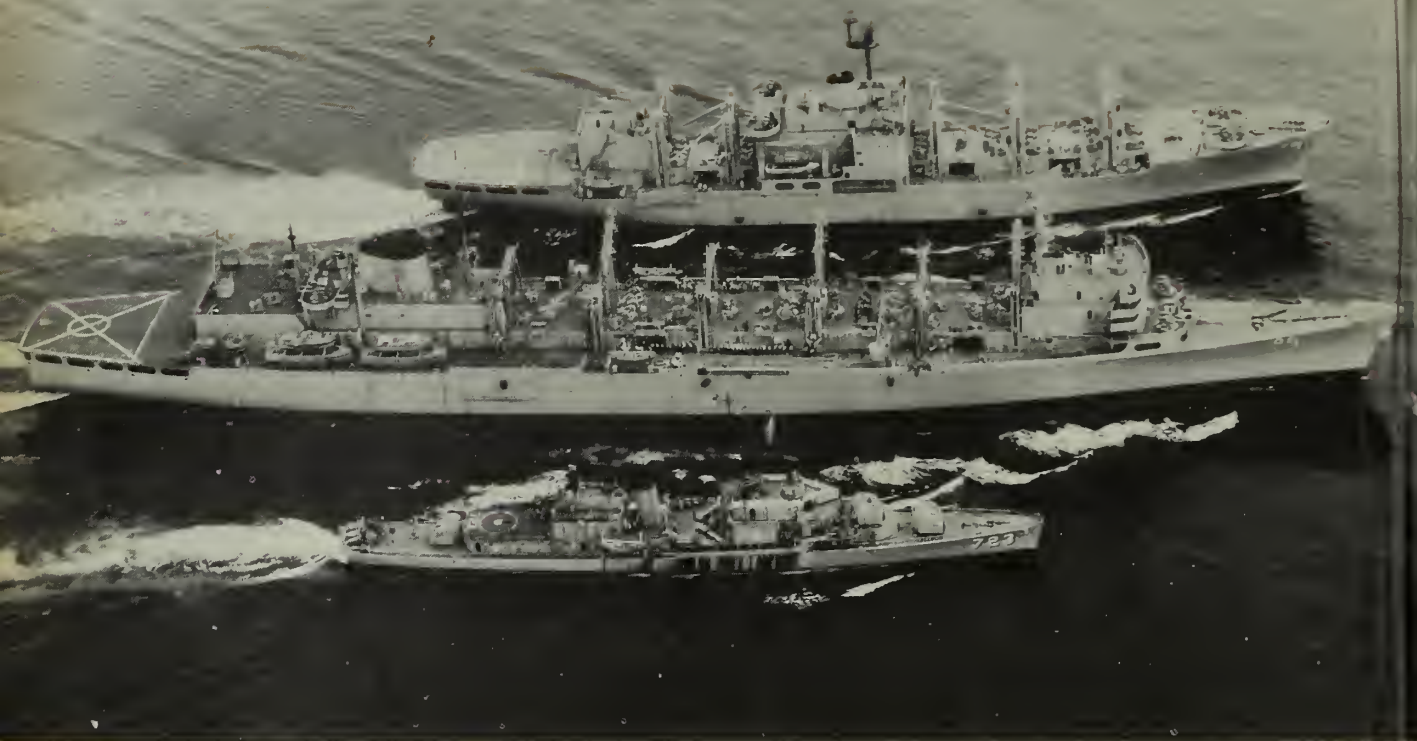
Take Mobile Construction Battalion Nine for example. They are working at DaNang East, building galleys, roads, warehouses, fortifications and ship ramps to support the Third Marine Amphibious Force.

Attack from the Viet Cong on the ground or by shelling is nothing new to these Navymen. The evening pictured here was one of sweating out a surprise nighttime 81-millimeter mortar attack and keeping on the alert for any ground attack that might follow the shelling. The VC often attack after a barrage.

Also on this night the CB Command post had to send out a call for a helicopter to come in under the nose of the enemy to evacuate a seriously wounded Marine. When the copter was heard in the black sky over the CB equipment yard the Seabees switched on truck lights, the copter made a swift landing, the patient was loaded aboard, and the whirlybird took off as the lights snapped out.

*Clockwise from Top:* (1) Moving fast in the light supplied by truck headlights the Seabees load casualty aboard helicopter for airlift to DaNang Hospital. (2) Answering MCB-9's call for help a copter comes in for a quick landing in the equipment yard. (3) Seriously wounded Marine receives aid in battalion command post before evacuation by helicopter.





**FAST SERVICE**—USS *Sacramento* (AOE 1) refuels USS *Mars* (AFS 1) and USS *Walke* (DD 723) during Western Pacific deployment. *Sacramento* and *Mars* use UH-46C helicopters for vertical replenishment, accompany fast task forces.

# VERTREP

**T**O KEEP UP WITH the increasing improvements and needs of today's fast naval task forces, the Navy has expanded the capabilities of its movable logistic support forces to include the use of helicopters in vertical replenishment (VERTREP) as a normal resupply method.

This concept of resupply of ships at sea, although not entirely new, has in the past been limited to the use of helicopters normally carried by aircraft carriers and other large ships. Now it has been incorporated with the conventional methods of alongside cargo transfer from supply ships to speed up the underway operation.

Playing an important role in the story of vertical replenishment is the UH-46A.

One of the first tests of the UH-46A's capabilities in ship-to-ship transfer was made when surface-to-air missiles were transferred during exercises at sea off Norfolk, Va., in November 1964.

With a cruising speed of 150 mph and a range of 300 miles, the UH-

46A helicopter can carry out the major resupply of all types of ships by VERTREP. The ships are required to come alongside only if the transfer of fuel oil is necessary.

A month after the Norfolk exercise, in December 1964, two UH-46A *Sea Knight* helicopters were placed aboard the new combat stores ship USS *Mars* (AFS 1). This can be marked as the date when helicopters designed for full-scale vertical replenishment operations were activated in the U. S. Seventh Fleet.

Ten months later two UH-46A helicopters of Helicopter Combat Support Squadron One, Detachment 49, began operating aboard the Navy's first fast combat support ship USS *Sacramento* (AOE 1).

Both ships, units of the Pacific Service Force, are deployed in the western Pacific, operating in support of the Seventh Fleet.

The medium utility, twin-turbine helicopters are identical to the CH-46A medium assault helicopters used by the Marine Corps for vertical

envelopment assault operations.

The primary aim of the Navy's new vertical replenishment program is to reduce alongside underway replenishment time, thus allowing combatant ships to remain for longer periods of time in their regular position in the task force formation, ready for action. This has been substantially demonstrated through the multi-product delivery capability of *Sacramento*, a combination Fleet oiler, ammunition and provisions ship, while serving as flagship of the Mobile Logistic Support Group Commander (CTG 73.5) during recent operations in the South China Sea.

While ships are alongside, *Sacramento's* two helicopters can continue to relay provisions and ammunition to them. The VERTREP complements the transfer of ammunition by highline and reduces the over-all time alongside, allowing the ship more time for tactical maneuvers.

In most instances a VERTREP trip to a carrier alongside *Sacramento* can be completed in one to two



minutes from the time the helicopter leaves the ship's flight deck until it returns for another load. The operation takes an additional two or three minutes for a destroyer alongside. The lift has to be positioned cautiously in the small destroyer landing area without interfering with the refueling operation or personnel on deck. If the destroyer is not alongside, but in the vicinity of the supply ship, the VERTREP can be accomplished more rapidly since the decks are clear.

The *Sea Knight* can transfer single loads of cargo up to 6000 pounds, depending on the climate. Hot climates create high humidity which reduces the weight capacity to 3000 or 4000 pounds.

**T**O USE the maximum capacity of the helicopter's lift, the loads are doubled, tripled or quadrupled depending on the weight of each load. Light loads require the helicopter to cruise at slower speed to compensate for oscillation of the load at the aircraft's vertical center of gravity, while heavier loads allow the helicopter to move at faster speeds.

The UH-46A has demonstrated its value on board the Navy's new supply ships in both the Atlantic and the Pacific Fleets. It can be used for a variety of purposes. Its 45-foot-long body can seat 25 passengers, or 15 stretchers and two passengers.

Its watertight body enables it to make emergency landings on the water or perform dangerous rescue missions. Although designed primarily for external cargo lifts, its rear loading door and ramp are provided with a hydraulic winch and rollers built into the floor.

During a normal VERTREP the helicopter is manned by a crew of four. One man in the rear of the helicopter operates the cargo hook installed in a hatch in the floor, while a man with radio headphones acts as the cargo hookup position director for the pilot and co-pilot. The transfer is carried out simply and safely from the time the load is lifted from the flight deck until it is placed on the receiving ship. Ships without flight decks or landing platforms must have an area clear of obstructions to allow the helicopter to get close enough to the deck to land the load.

The helicopter detachment embarked in *Sacramento* is composed of four officers and 18 enlisted men in the aviation ratings of machinist's



HELICOPTER lifts supplies from USS *Altair* (AKS 32) for transfer to carrier.

mate, electrician's mate, electronics technician and structural mechanic.

*Sacramento's* accomplishments in vertical replenishment extend not only to the transfer of provisions and general ammunition items, but also to transfer of surface-to-air missiles (*Talos*, *Terrier* and *Tartar*) and the antisubmarine warfare weapon, *Asroc*. Vertical replenishment of these missiles has been completed while the ship continued transferring all of her varied cargo to ships alongside at high speeds.

Modern equipment for ammunition

and provisions handling, such as elevators, conveyors, mechanical pallet transporters and fork lift trucks, have enhanced *Sacramento's* capability to fulfill the requirements of a combat task force.

Throughout the Navy the helicopter is being used more and more for underway logistic support of the Fleet. The conversion of ships' fantails into landing platforms and the addition of flight decks on the Navy's newer ships are signs of the growing importance of vertical replenishment.

—Milt Shaw, JO3, USNR

FLIGHT CREW of USS *Mars* readies helicopter for vertical replenishment job.





# A NEST OF

## HISTORY AND DEVELOPMENT OF THE HELICOPTER

1483

Leonardo da Vinci made a drawing of a rotating corkscrew fan designed to produce direct lift. It was da Vinci who made some of the first known drawings of a flying machine, and he drew and built a number of models.

1784

Launoy and Bienvenu of France designed a machine with propellers at both ends of a shaft. Modern helicopter development derives from this twin-rotor model and a variation of it by Sir George Cayley of England.

1828

Vittorio Sarti of Italy designed a craft which had two contra-rotating co-axial rotors made up of sails moved by jets of steam. The steam came from nozzles cut in the mast.

1859

Henry Bright developed a model with two contra-rotating two-bladed rotors mounted on a vertical shaft. He was granted the British Patent Office's first helicopter patent.

1877

Castel used a compressed air engine to drive two pairs of rotors. His 50-pound model made a successful takeoff, but crashed.

1907

Louis Breguet, of France, designed and flew this machine which rose three feet off the ground on 24 Aug 1907 while tethered. It thus became the first helicopter to lift a person. Paul Cornu, also of France, made the first free vertical flight on 13 Nov 1907, remaining a foot off the ground for about 20 seconds.

1912

Ellehammer, a Danish inventor who developed the first air-cooled radial engine, designed his machine with two rotors that could be tilted for control. He demonstrated it before the Crown Prince of Denmark on 12 Sep 1912.

1922

George de Bothezat, a Russian who emigrated to the United States, developed for the Air Service of the U. S. Army a machine that rose 12 feet on 19 Dec 1922. The following April it lifted four men.

1923

Juan de la Cierva of Spain designed a series of autogiros beginning in 1920. This model, the C-5, first flew in July 1923. He also made the first practical application of the hinged rotor blade, which was fundamental to the controllability of the helicopter.

1933

The TSAGI 3-EA helicopter, built in Russia, made a number of short flights. It had a pair of fore and aft contra-rotating rotors.

1934

W. W. Kellelt of the United States began manufacturing autogiros in 1929. In 1934 one of them accompanied the Byrd Antarctic expedition. Shown is a 1934 KD-1, which had a maximum speed of 125 mph and a range of 361 miles.

1936

Professor Heinrich Focke of Germany is credited with the first practical helicopter—the double-rotored Focke 61 which made its first free flight in June 1936. A year later it beat most of the existing world records for 'copters.

1940

Igor Sikorsky, who came to the United States after the Russian revolution, is credited with the first practical single-rotor helicopter. His VS-300, shown here, made its first free flight in 1940 and was later mass-produced for the

1945

The SNCASE E7-700 was an autogiro, but it could lift from where it stood by varying the pitch of its overhead rotor and airscrew. Built in France, it had a top speed of 165 mph and a range of

1955

The Kellelt KH-17A, built on behalf of the Navy, had a 275-horsepower engine at its nose and twin 140-horsepower engines on its wings. Basically an autogiro built in 1939, it was redesigned as a flying test bed for convertiplane studies

SEAKNIGHT H-1  
This is a tender  
ordered by the  
for the Marine  
and up to 25 fuel  
The Navy uses  
from large com

SEAHORSE H-34  
The Seahorse is  
operational in AS  
transport and or  
toons for operati  
the Seahorse can s



# NAVY WHIRLY BIRDS

## HELICOPTERS OF TODAY'S NAVY

Idea for the helicopter could have evolved from the Chinese top, a r old toy which may have inspired Leonardo da Vinci's drawings of a spiral-winged "aerial screw."

Out the turn of this century, as the helicopter advanced beyond the and model stage, a whole flock of fledgling flying machines took or—or at least tried to. In this period trailblazers like Breguet, er, de Bothezat, Cierva and Sikorsky made their marks.

Navy was aware of the helicopter's potential as early as World War til better propellers and powerplants were developed, it was hat a practical helicopter could not be built. So, on 5 Dec 1917, aries of the War and Navy Departments agreed that support of ent efforts would have to be limited to moral encouragement eone demonstrated a helicopter of military value.

In the 1920s and '30s the autogiro (or gyroplane) probably at- ore attention than the helicopter. Its rotor is not powered. In- e forward motion of the aircraft causes the rotor to turn like a to lift the craft. It cannot hover or land vertically as the heli- es. Nevertheless, much of the technical knowledge that made pter possible came from the autogiro.

Navy's first rotary-winged aircraft was an XOP-1 autogiro which eoffs and landings aboard USS Langley in 1931.

First practical helicopter developed in the United States was Igor single-rotored VS-300. It could do everything a helicopter should, e one "minor engineering problem"—it wouldn't go forward.

At a time it seemed the only cure would be to turn the pilot's seat

around and have him back up to wherever he was going. But this balki- ness was finally conquered and, in 1941, Sikorsky set two endurance rec- ords in a machine that could hover and move up, down, sideways, back- wards, and even forward.

The following year the Navy entered the helicopter field when it di- rected the procurement of four helicopters from Sikorsky for study and development by the Navy and Coast Guard. Mass production for the Navy began in 1943, and the age of helicopters had arrived.

Various developments followed:

In 1946 a Navy experimental helicopter squadron was commissioned, and the first twin-engined helicopter made a hovering flight. In 1947 a Marine helicopter experimental squadron was commissioned at Quantico, Va., to develop techniques for the use of helicopters in amphibious opera- tions. The Navy's first helo utility squadron was commissioned in 1948.

In August 1950 Marines equipped with HO3S helicopters began opera- tions in Korea. In 1951 the K-225, equipped with a turbine engine, made its first flight and, the same year, the Navy's first helicopter anti- submarine squadron was commissioned. In 1959 HU-2 pilots of the ice- breaker USS Edisto carried 277 flood victims to safety during 10 days of rescue operations in Uruguay. The following year an HRS made the first helicopter recovery of an object after it had been orbited.

Today, from South Vietnam to the South Pole, the helicopter goes almost everywhere the Navy goes and helps do almost everything the Navy does. Thus, in a little over 20 years, it has advanced from a mere experiment to a modern marvel of vertical versatility.

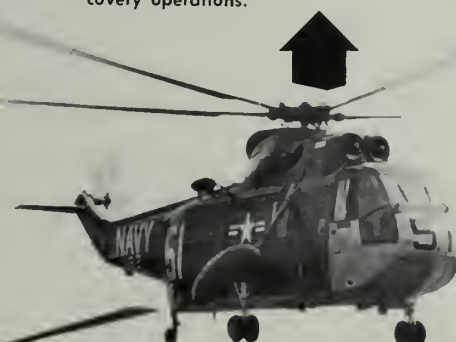


### SEA KING H-3

The Sea King is a twin-engined antisubmarine craft designed for all-weather operation. With extra fuel tanks it can be used for long-range air-sea rescue. Some are being converted for mine countermeasures. This was the first 'copter to set a world speed mark over 200 mph. It has been used for astronaut re-covery operations.

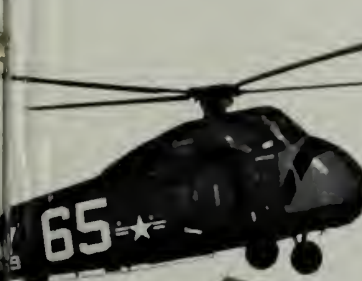


motor, turbine-powered craft first y in an assault transport version os. It can carry a crew of three equipped troops or 4000 pounds. H-46 in vertical replenishment supply ships (AFS and AOE).



### MOJAVE H-37

The Mojave is a twin-engine assault craft comparable in size to a DC-3 commercial airliner. It can carry 20 passengers, 24 litter patients or 1900 cubic feet of cargo. Clamshell nose doors, a loading ramp and power winch can be used for loading vehicles and cargo.

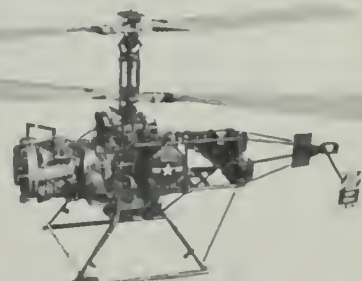


### H-19

The H-19 is a utility helicopter which can be used for passenger or cargo transport, air rescue or anti-submarine warfare. For casualty evacuation mis- sions it can carry up to six stretchers, which can be loaded by a power hoist while hovering. The pro- totype first flew in November 1949.

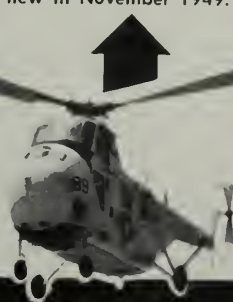


single-rotor helicopter which is utility, casualty evacuation, versions. One model has pon- om the water. As a transport up to 12 passengers.



### DASH H-50

DASH (for Drone AntiSubmarine Helicopter) is a remotely controlled ASW weapon capable of carry- ing two homing torpedoes and especially designed for use by destroyers. Tracking by radar, a controller in CIC guides drone to target, actuates arming and weapon release systems, then returns DASH to ship.



# → A NEST of NAVY

## HELICOPTERS OF TODAY'S NAVY

### SIOUX H-13

The Sioux is a light training helicopter used for general utility duties and icebreaker patrols. It can carry three people in its cabin in side-by-side bucket seats or, with seats removed, can haul cargo inside. Cargo can also be carried externally on the landing gear or an under-fuselage hook.



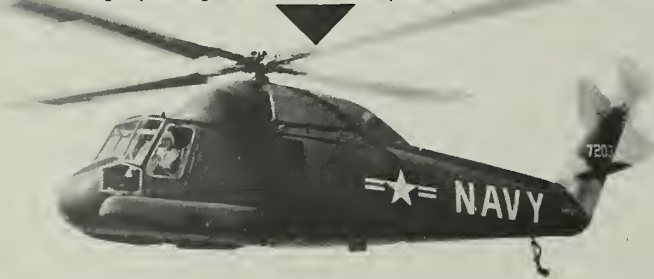
### IROQUOIS H-1

This Marine Corps utility craft has a shaft-turbine engine designed for at least 1000 hours of service between overhauls. It can carry a crew of two, plus eight passengers, and will operate efficiently on a variety of fuels. It has a personnel hoist, rotor brake and special electronic gear.



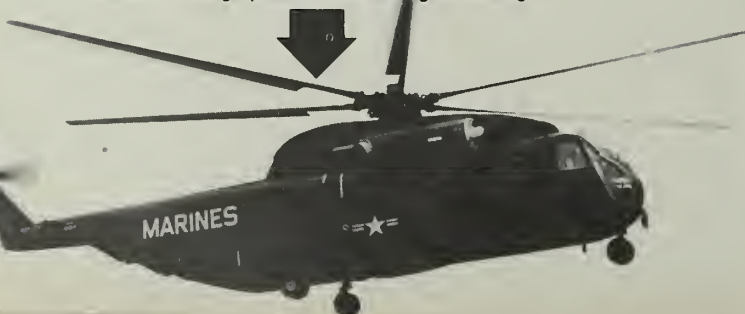
### SEASPRITE H-2

This is an all-weather general utility craft which can be used for search and rescue, casualty evacuation, vertical replenishment, gunfire spotting, courier service, wire laying and a variety of other tasks. It has a crew of two and can be fitted out to carry eight passengers or four stretcher patients.



### H-53

The H-53 is a heavy all-weather assault transport powered by two shaft turbine engines. It can carry 38 combat-equipped Marines or 24 stretchers and four attendants, or two jeeps. A large opening at the rear with a built-in ramp, and a hydraulic internal loading system facilitate cargo handling.



**UDT PICKUP**—Hovering close to the water, a Navy helicopter from an LPH lowers a rope ladder to retrieve UDT men.



**TO THE RESCUE**—Only minutes after their helicopter was forced to ditch, these crewmen were being hoisted to safety by a UH-2A Seasprite.



**STRENGTHENING THE LINES**—Helicopters rush in ammunition and supplies to strengthen Marine positions during amphibious force maneuvers.



# WHIRLY BIRDS

## HELICOPTERS... JACKS OF ALL TRADES



**DRONE FREIGHT**—An HUS Seahorse heads back to its base after recovering drone used in 1961 exercise.



**HARD-TO-GET-TO**—Helicopter lands in small clearing atop rocky point in Galapagos Islands where cliffs make boat approach impossible.



**ARCTIC PATROL**—An HTL-5 helicopter returns to USS Edista (AGB 2) after scouting path for ships in 1957 Arctic resupply mission.



**MERCY MISSION**—Helicopters on flight deck of USS Princeton (LPH 5) are loaded with sacks of flour for South Vietnam flood victims.



**HOME AGAIN**—Astronaut Alan B. Shepard, Jr., is reeled in by 'copter after successful sub-orbital flight in 1961.



**NO KITCHEN SINK?**—Wide assortment of cargo demonstrates carrying capacity of H-46 Sea Knight, which can haul up to 8000 pounds.



**SUBMARINE PROTECTION**—Antisubmarine helicopter, viewed from below in 1963 shot, lowers sonar ball to sound depths far "enemy" submarines.



**VERTICAL ENVELOPMENT**—A Marine helicopter on flight deck of USS Valley Forge (LPH 8) loads troops during amphibious training exercise.



**TOUCH-AND-GO**—Marine helicopter under enemy fire uses touch-and-go tactics to deliver supplies to South Vietnamese troops.

# SERVICSCOPE

Brief news items about other branches of the armed services.



**ROTORCRAFT**, called a compound airplane, has helicopter rotor blades, jet engine, conventional plane wings.

A DETACHMENT of Army helicopters has completed another season in the Antarctic. Three *Iroquois* UH-1B helos and their crews spend several months each year down on the ice. This year they were based at Camp Neptune in the Pensacola Mountain Range.

Camp Neptune consisted of 13 Army men who flew and maintained the helos, a cook, an aerographer and 26 U.S. Antarctic Research Program (USARP) personnel. The helo detachment also supported scientists in the McMurdo area.

During their stay in the Pensacola area (November through mid-January), the three helos logged 441 flight hours helping USARP scientists in the largest research effort yet attempted in the Pensacola mountains.

A principal project was a 580-mile aerial traverse of the Dufek Massif and the Forrestal Mountain Range. Carrying seismologists and their equipment, the helos

**TOUCH-DOWN**—Air Force helicopter lands aboard command ship *USS Northampton* in one of 250 day and night qualification landings at sea by Army and Air Force.



made the trip in a series of 25-mile hops.

At each stop scientists drilled a hole in the ice and planted an explosive charge. By analyzing the vibrations they could determine the ice thickness and the topography of the land beneath.

★ ★ ★

A NEW ANTITANK assault weapon system, for use by infantrymen, will soon fill the Army's need for a man-carried system big enough to kill most armor and other hard targets encountered on the battlefield.

The medium antitank assault weapon system is being developed as a defensive weapon against tanks and armored vehicles and as an assault weapon against infantry combat targets. It will be superior in range and accuracy to existing weapons used for similar purposes.

Successful firings of the MAW have been made at Redstone Arsenal, Ala., headquarters for the U.S. Army Missile Command, which directs the program.

In operation, the gunner sights a target through a telescopic sight, then launches the missile which follows his line of sight. The gunner has only to keep the crosshairs of the sight on the target to automatically guide the missile throughout its flight.

The system can be set up and fired easily, by one man, on any terrain.

★ ★ ★

THOUGH THE CIRCUMSTANCES are somewhat different, man, at long last, is able to fly like the birds without the aid of a flying machine. He cheats a little, of course, by flying in space where there is no requirement to counteract the force of gravity. It is effortless. But he flies—as demonstrated so far by Astronaut Edward H. White, who took a 20-minute walk in space while flying 135 miles above North America.

Soon man's efforts in this direction will be much refined. Instead of an oxygen-jet propulsion "gun" as used by White for maneuvering, future spacemen will have a complete propulsion and control system strapped to their backs for space travel and maneuvers. Instead of being restricted to a 25-foot radius traveling distance from their spacecraft—the length of White's lifeline—future spacemen will flit about freely, able to visit other spacecraft orbiting nearby, assist in assembling space stations and docking and servicing space vehicles, perform rescue or emergency repairs and accomplish numerous other tasks in free space.

Such a device is called the Astronaut Maneuvering Unit (AMU)—a product of Air Force research—and has already been checked out under simulated conditions. It is designed to permit a space-suited astronaut to travel, maneuver and stabilize himself in space while also performing numerous tasks. It is scheduled to make its first space flight this year aboard a *Gemini* space craft.

While small enough to fit on an astronaut's back, the AMU contains the elements of a full-size spacecraft—a complete propulsion and control system, an automatic stabilization system to hold the astronaut in the position he desires, oxygen and environmental control equipment, electrical power system, two-way communications, telemetry and malfunction warning system.

In the *Gemini* mission, because of limited space inside the crew compartment, the AMU will be carried into



space in the adapter section at the rear of the spacecraft. A smaller chest pack, carried inside the capsule and connected by an umbilical, will be used by the astronaut for life support and communications while he makes his way to the AMU and checks out its various systems.

When the AMU is tried out during the *Gemini* space flight it will have its first realistic evaluation. The astronaut will use a long tether secured to the spacecraft during the trials.

★ ★ ★

**SHADES OF WORLD WAR II.** The Red Ball Express is back again. This time, however, it is carrying highest priority parts and equipment by air to the front lines in Vietnam at 500 miles per hour, rather than delivering by truck across Normandy.

To soldiers slogging through France in 1944, the huge fleet of Army trucks, each with a red ball on the bumper barreling along bomb-pocked roads, became a familiar sight. Today's version of the famous express is a joint Army-Air force project and, although jets have been substituted for trucks, the red ball is still there boldly stenciled on the containers and pallets of each piece of priority material.

Cargo is loaded at Travis AFB on the first available Saigon-bound aircraft for immediate shipment. In many cases, this means a commercial jetliner, since commercial planes are being used to augment Travis' facilities.

Between Travis and Saigon, the Red Ball Express has top priority for refueling and maintenance. When it arrives at its destination, special handlers are available to unload its badly needed cargo and transship it to field units.

The system has worked so well that some items have been received in the field in Vietnam within 72 hours after they were requested. The size of the items in the cargo ranges from complete jet engines to tiny electronic transistors.

The Red Ball Express was resurrected by the Secretary of Defense last December and within 11 days after the order was signed, the first Red Ball shipment

**THREE-SERVICE** effort brought 'copter to Camp Neptune, Antarctica. Three Army *Iroquois* helos are flying support for Navy's Operation Deep Freeze. *Right:* Choppers were brought to Antarctica via Air Force *Globemaster*.

was airborne. Current shipments average nearly 20 tons of highest priority cargo a day.

In 1966, the Red Ball is as effective as it was in the France of 1944. This time, however, the roadway is 7500 miles long.

★ ★ ★

**IN THE FUTURE,** a pilot may be able to air-drop cargo to an impact zone he can't even see. He need only be close to the area when the cargo is dropped, and it will find its mark automatically.

This is the result of a new device the Air Force has been testing in the U. S. and overseas. In West Germany, successful drops were made from C-123 aircraft to impact zones located in a narrow valley and surrounded by 2000-foot mountain ridges of the Bavarian Alps.

On the ground, a 30-pound transmitter directed the chutes to the impact point both automatically and manually.

The parachutes were, of course, specially equipped for these tests. Each had a 115-pound control unit attached which, by radio signal, pulled the guide lines and thus directed the parachute to the desired impact point. In addition, each chute was equipped with red, green and white lights which made it easier to see at night during manual control drops.

A total of more than 60 Stateside tests were made. In each case, the aircraft flew at 130 knots at 5000-foot altitude when the cargo was released. One landing was only 69 feet from the ground transmitter.



# SECNAV TASK

*On 14 Feb 1966 SecNav Notice 5420 announced completion of the proceedings of the Secretary of the Navy's Policy Board and Task Force on Personnel Retention. Here is a brief report on the SecNav Task Force and how it conducted its study. It is followed by a summary of the findings and recommendations approved by the Secretary of the Navy Policy Board. SecNav Notice 5420 provides for implementation of the approved recommendations.*

**T**HE SECRETARY OF THE NAVY has received the first dividend on his all-out efforts to improve career opportunities for Navymen. This dividend is in the form of numerous recommendations approved by the SecNav Policy Board on Military Personnel Retention.

The Policy Board was established by Secretary Nitze in December 1964 for the specific purpose of examining the retention problem. In its year of operation the Board has been supported by a Task Force of Navy officers, headed by Rear Admiral John M. Alford, usn, which has actively researched, deliberated and analyzed the various factors affecting retention.

Also linked with the Secretary's effort has been a marathon Navy-wide campaign to draw, from seaman and admiral alike, personal views relating to career retention. The Policy Board has ultimately passed judgment on virtually all recommendations and suggestions received, after they were synthesized by the Alford Task Force.

Like every other large organization that is readjusting its operations to meet the demands of the technological era, the Navy has found itself faced with certain "human" problems. Foremost is the competition with civilian industry for the services of high caliber technicians.

Certain career advantages the Navy once held exclusively over competing industries have diminished, as industry closed the gap. Secretary Nitze recognized the need to take a new look at many existing policies in the Navy and decide which needed to be revised.

**H**IS FIRST STEP was to assemble a formal group of top-level Navy officers and civilian officials to undertake the comprehensive review necessary. Besides himself, the Secretary named as board members the Under Secretary of the Navy; Chief of Naval Operations; Vice Chief of Naval Operations; Commandant and Assistant Commandant of the Marine Corps; Chief of Naval Material; Chief of Naval Personnel; the Deputy Chiefs of Naval Operations for Air, Logistics and Fleet Readiness; the Chief of the Bureau of Medicine and Surgery; and the Chief of Information.

Additionally, the following non-Navy members served with the Board: Assistant Secretary of Defense for Manpower; Deputy Assistant Secretary of Defense for Special Studies and Requirements; Assistant Secretary of Defense for Installations and Logistics; the Deputy Assistant Secretary of Defense for Budget; and the Assistant Secretary of Defense for Systems Analysis.

From the date that SecNav established the Policy Board, every effort connected with the retention study has been conducted on a priority basis. This includes the organization of the Task Force, which was directed to:

- Identify and examine the major factors bearing on retention of high quality officer and enlisted personnel; and
- Develop a plan for attacking these retention problems, and include specific recommendations and a program to implement the recommendations.

**T**HE TASK FORCE ON PERSONNEL RETENTION, headed by Rear Admiral Alford, was organized under the general supervision of the Chief of Naval Personnel, and reported directly to the Secretary of the Navy as Chairman of the Policy Board.

The scope of the Task Force's study was extensive, encompassing primarily the following subject areas:

- Education and training opportunities for officer and enlisted personnel.
- Personnel distribution policies; the relationship between Fleet manning and retention.
- Sea/shore rotation policies, including overseas duty and the frequency and duration of family separations.
- Fringe benefits for active and retired personnel.
- Living conditions, both ashore and afloat.
- Pay, including hazardous duty and other incentive pay.
- Work hours, ashore and afloat.
- Officer promotion and enlisted advancement opportunities.
- Medical care.
- Fleet operations.
- The Navy public image.

Other matters were considered as they cropped up, leaving no stone intentionally unturned.





# FORCE REPORT

**M**ANY OF THE APPROVED RECOMMENDATIONS can be put into effect almost immediately (some already have been), since they require only a change of policy within the Navy. Other of the recommendations which the Policy Board has endorsed will require further approval from the Department of Defense before they can be enacted, and some will require new legislation or approval from other executive agencies if they are to be implemented.

During its initial year of operation in support of the Policy Board, the Task Force pursued every feasible means to approach the matter at hand. Many recommendations worthy of consideration had already been submitted from the Fleet, by request of the Chief of Naval Personnel, before the Task Force was established. Expanding on this approach, the Secretary of the Navy urged everyone who had something to contribute to write directly to the Task Force Director, disregarding, in this case, the chain of command. The response to this invitation was overwhelming and produced many germane suggestions.

**A**NOTHER CHANNEL FOR IDEAS and recommendations instituted during this period was the ALL HANDS feature, "Four-Star Forum," which provides naval personnel an opportunity to publicize their pet problem and propose a solution to it. Many hundreds of such

letters have been processed and reviewed, and the feature met with popularity, eliciting many good ideas.

Additionally, Secretary Nitze requested the Commandants of the Fifth and 11th Naval Districts to organize a five-day retention symposium on each coast. The Commanders in Chief of both the Atlantic and Pacific Fleets were asked to name representatives to the symposia. Sizable groups of officers and enlisted men attended each, as did a group of Navy wives. The Marines were represented in a symposium at Quantico.

Members of the Task Force attended the symposia first in San Diego and later at Norfolk and Quantico. In turn, they briefed attending enlisted men and officers on the problems they were trying to solve. Open question periods were held. Then representatives split into groups corresponding to divisions within the Task Force. Each panel was able also to comment on the entire picture, as was each individual. One afternoon was devoted to obtaining the wives' views.

**A**Dmiral ALFORD later announced that, with the assistance received from the symposia representatives, his final report would reflect the views of a cross-section of at least 100,000 Navy people.

Also working closely with Admiral Alford's group throughout the extended session were the Navy bureaus, including the Bureau of Naval Personnel, and other of-

## Task Force Tools

**T**HE RETENTION TASK FORCE operated on the general theory that improvements to the basic conditions of Navy life would almost automatically improve retention. Specifically, the Task Force intended to find or fabricate ideas which would remove or reduce unnecessary frustrations.

That's a large order. Fortunately, however, the basic problem—a case of galloping technology—offered some of its own tools, in the form of modern management techniques and data-collecting methods, to help display the issues in proper perspective.

For example, among these tools used by the Task Force is the *mathematical model*. Using mathematical models, a good man with a slipstick can determine numerically a good many specific effects of any proposed solution, or come to the root of many a problem. A number of the recommendations, such as those concerning the Navy's rating "pyramids" (see page 49), are based on mathematical analysis of the problem and the long-range effects of the proposed solution.

Mathematical models, like most tools, do have certain limitations. The information gained is only as accurate as the information used in the calculations. Some manpower questions involved psychological behavior, which is noted neither for its predictability nor its accuracy, at least in individual cases.

For problems of this sort the Task Force used other tools specifically designed to *collect opinion*. One of these was the collection of letters from the Fleet which the Task Force received—in quantity. Even opinions, though unpredictable, can be catalogued and assessed scientifically when modern methods are used. Such procedures may result in such far out—at first glance—recommendations as the Navy LCPO billet (see page 43).

The *cost data bank* is another tool not to be overlooked. It is a computerized collection of facts relating to people and money. Using the bank, it was then a matter for the expert in this field (he's called a cyberneticist) to determine such items as training costs for specific rates and ratings.

There were also *statistical studies*, used to gain specific information concerning such subjects as reenlistments (by marital status, for instance), or how strength authorizations compared to personnel requirements of the Navy and how that compared to on-board strength.

Using the information gained by these tools, the Task Force added intuition, experience, judgment and a touch of salt to produce sound decisions. Through this process almost half of the original recommendations were eliminated, while those printed in the following pages were strengthened.

files of the Navy Department. When the Task Force arrived at its findings, the report was first submitted to the Chief of Naval Operations. Further refinements were made after this initial review before the report was finally submitted to the Policy Board.

Every recommendation passed on to the SecNav Policy Board is based on considerable documented research and deliberation on the issues involved.

On the following pages are presented, in condensed form, the recommendations approved by the Secretary of the Navy's Policy Board on Military Personnel Retention, which are aimed at improving career opportunities for Navy men.

NOTE: The recommendations are arranged according to subject matter in groupings, rather than in a numerical sequence, for easier reading.

## Professional Dignity & Enhancement of Navy's Image

**T**HIS SECTION OUTLINES the recommendations of the SecNav Task Force on various subjects related to and affecting the image of the Navy, internally and externally. Specifically, it covers those aspects intended to enhance professional dignity which are not referred to elsewhere. Four general areas were considered:

- *Improvement in the information flow*—within the Navy and between the Navy and the public; the importance of a general understanding of the value of a naval career; and the Navy's active role in defense—Does the public have an appreciation of the over-all accomplishments and mission of the modern Navy?

- *Factors affecting prestige and prerogatives*—the importance of recognition of superior or outstanding performance; the significance of a correct public image of the Navy; the degree of public respect for the naval service and naval personnel.

- *Job satisfaction*—ways of improving practices and policies which may have become unnecessarily complicated, or which absorb time and energy that could be better applied.

- *Enhancement of the dignity of the individual.*

### Information

**A**N IMPROVEMENT in the Navy's efforts in the field of public relations, both internal and external, will enable it more completely to accomplish its objectives.

The Task Force, therefore, considered it desirable to conduct an analysis of the total resources that may be available, and are now applied, in order to develop improvements. A review of ways to conduct this analysis led to the decision to recommend calling on an "eminently qualified" civilian concern to make the study. In connection with this effort, it was further considered desirable to establish an Advisory Board of outstanding civilians to assist efforts in implementing plans for improvement.

One area in the over-all field of information which merits immediate attention, it stated, relates to the Navy family.

The Task Force felt that there should be in CHINFO an office augmenting the flow of information to naval dependents and thus contributing to making dependents and families feel they are really members of the Navy team. Establishment of such a section could provide support and guidance for Navy wives who desire to or now are actively promoting, on a voluntary basis, ways and means of developing strong communications channels with all members of the Navyman's family.

### Recommendations

- *Contract with a qualified public relations advertising firm for assistance in conducting a review of the Navy's information program (both internal and external) and develop a plan for remedial action. (Recommendation No. 48.)*
- *That CHINFO initiate action to establish a CHINFO Advisory board (similar to the Navy Ships' Store Office Advisory Board.) (Recommendation No. 49.)*
- *Reestablish a Dependents' Section in CHINFO with responsibility for emphasizing information flow to Navy wives and families. Utilize volunteer services of Navy wives, including the recently formed "Wifeline" organization. (Recommendation No. 50.)*

### Awards and Decorations

**A**WARDS AND DECORATIONS are a valuable means of providing tangible recognition of superior performance or personal participation in military efforts of national importance and, as such, make a distinct contribution to professional dignity for the Navyman.

However, a long interval between the act for which an award is recommended and presentation of that award can have an unfortunate effect, and results only in depreciating the value of the award. Processing time for awards should, of course be kept to a minimum.

Recommendations have been made for delegation of authority for determination of eligibility and issue of certain awards to the commanding officers of participating ships and units. The premise is made that the commanding officers can handle this delegation once geographic boundaries and time limits for eligibility are established. This procedure is in effect in South East Asia area and permits early issue of awards.

The new Beneficial Suggestion program for military personnel is now in effect. It is intended to stimulate an improvement in suggestions, for which monetary awards may be authorized. The program promises to benefit both individual initiative and the naval service. However, it is not intended that there should be any reduction of emphasis on other appropriate meritorious awards and decorations.

The prestige value of the tangible evidence of recognition of meritorious performance afforded by medals should not be ignored with the advent of cash awards.

### Recommendation

- *Establish a procedure for monitoring the processing time for award recommendations;*
- *Delegate to commanding officers of ships and units the authority to certify eligibility for the Armed Forces Expeditionary Medal and Vietnam Medal;*
- *Reemphasize the value of continual employment of meri-*



torious awards and decorations (medals) as well as the enactment of the Military Beneficial Suggestion Program. (Recommendation No. 51.)

### **Military Standards**

THE OUTWARD MANIFESTATIONS of a military life set the military man apart. Properly established, these outward manifestations have the effect of increasing the military man's prestige, the prestige of his family and the esteem in which he is held by society in general. What is encompassed in these "outward manifestations" and standards of military life?

Many of the standards referred to are written in a multitude of manuals, regulations, directives and books. *Navy Regulations, Navy Uniform Regulations, The Watch Officer's Guide* and *Customs and Traditions of the Navy* are illustrations of source material. Other standards have been passed down from generation to generation. The multiplicity of sources and a lack of "assembled" standards may sometimes lead, and in fact have led, to inconsistency in interpretation, implementation and enforcement.

Since the aim is not only to maintain, but also to increase pride in the military man, the objects of pride (which in general terms are a fine, well operated and well maintained ship or station; well turned out, informed and disciplined personnel) need to be firmly established and maintained.

#### **Recommendation**

• *Revitalize standards of military smartness and cleanliness by formulating, disseminating and insuring uniform enforcement of a codified set of standards. (Recommendation No. 52.)*

### **Family Service Centers**

THE WELFARE OF NAVY PERSONNEL and their dependents is an important consideration since it is a factor directly concerned with morale. The state of family morale in turn influences reenlistment decisions. It follows that every effort to insure that benefits and services are made readily available to the Navy family is a boost to the retention program.

Particularly to be commended in this regard are the Navy Relief offices which perform an outstanding service in assisting families in time of trouble, and the Red Cross which, in many instances, provides similar assistance along with its other numerous responsibilities.

Practices and procedures for caring for personnel vary from command to command, and most larger commands provide many services through regularly established offices. However, in many cases these facilities are not centrally located and procedures are not established for adequate coordination of effort.

#### **Recommendation**

• *The Task Force recommends the establishment of family service centers at Navy shore stations with major emphasis on areas of Fleet concentration, to assist new arrivals or persons with special problems in obtaining the personnel services that they require. (Recommendation No. 53.)*

### **Competitive Exercises**

CHANGES IN THE COMPETITIVE exercise scoring system have been suggested, and tried out, with the aim

of reducing the workload in ships the task force said.

Further, the development of specific readiness criteria gives promise of new procedures for measuring readiness of Fleet units.

#### **Recommendation**

• *The Task Force recommends that LANTFLT monitor and evaluate PACFLT test of Fleet Competitive Scoring procedures with a view to early adaption of improvements revealed, including those features which reduce shipboard workload. (Recommendation No. 54.)*

### **Uniform Study**

ENLISTED MEN ARE furnished a complete clothing bag before reporting to their first assignment. They are also furnished a monthly cash clothing maintenance allowance. Some confusion usually exists in the minds of enlisted personnel who erroneously interpret this allowance as intended to defray the costs of laundry and dry cleaning. By definition, the monthly cash clothing maintenance allowance is for replacement and repair.

The Policy Board reached the following conclusions concerning the Navy uniform:

- That reduction of the financial expenses incurred by the individual in regard to uniforms would improve morale and retention.
- That providing more acceptable and attractive uniforms would improve prestige and the Navyman's professional dignity, both inside and outside the Navy.
- That shipboard space constraints and inventory investment problems are a major consideration in contemplating improvements in uniforms.
- That any changes must not create undue financial burdens for Navy personnel.

#### **Recommendations**

• *That a comprehensive study of the uniform requirements be made to include, but not be limited to the following:*

1. *Reducing the numbers of officer and enlisted uniforms and accessories required and that less expensive insignia and devices be developed.*
2. *Developing a new, more attractive and utilitarian working uniform as a replacement for dungarees.*
3. *Developing additional organizational clothing items and means for more effectively utilizing existing items as substitutes for personal uniform clothing wear under conditions which accelerate deterioration.*
4. *That an implementation plan for the approved study results be formulated. (Recommendation No. 55.)*

### **Law Centers**

NAVAL OFFICER-LAWYERS and personnel formally trained in the technical requirements of legal administration are important to the performance of legal administrative functions. The number of lawyers on active duty, however, represents the minimum necessary to do the job effectively under present conditions when used in the most efficient manner possible.

Additional requirements for legal service may be anticipated in the near future as a result of pending legislation which will enlarge the right to counsel in military proceedings. These requirements will demand the most efficient use of available legal talent just to

hold the line pending integration of additional legal personnel.

It is believed that, if the lawyers now serving in areas where there are high concentrations of ships, personnel and shore activities were consolidated at a given point, they could not only perform expanded consultant services for an increased number of activities, but they could also perform as trial counsels and defense counsels, and hence provide more and better service with essentially the same number of personnel at no appreciably greater expense. It is anticipated that the law centers thus formed would ultimately provide professional and technical services for up to 90 per cent of the special courts-martial convened throughout the Navy.

## Recommendation

- Establish law centers in areas where there are large concentrations of Navy personnel to provide professional assistance in trying, recording and preparing records of courts-martial, and assistance and advice on all legal matters. (Recommendation No. 56.)

## Administrative Workload

**M**ANY ASPECTS of administrative procedure have a natural tendency, over a period of years, to become weighted with additional measures which could be streamlined, and with paperwork which could be condensed or perhaps eliminated entirely.

Much already has been done to improve administrative procedures and workloads—the highly successful SCRAP program is one recent example. It eliminated a mountain of paperwork.

Any relief from administrative workloads would benefit the Navy's operational capabilities ashore and afloat.

## Recommendation

- Conduct a study of administrative procedures in an effort to reduce administrative workload. (Recommendation No. 57.)

## Indebtedness

**T**HERE ARE MORE than 165,000 Navymen under the age of 21. The inexperience in financial matters of individuals in this age category, both in civilian life and the military service, and the desire to protect their best interests, as well as the interests of legitimate business organizations, are matters of concern in this country. Pointing up this problem is the number of indebtedness letters received by commanding officers.

Many of these young Navymen are encouraged to use credit (often a new experience to them) even though they have enough money in their pockets to pay for their purchases in cash at the time. They later may find themselves burdened with accumulated demands for payment beyond their resources. At the same time, this problem is the cause of increased paperwork afloat, by letters of indebtedness claims to the individual's command.

Reports on the subject of credit have appeared in recent issues of ALL HANDS and may be of interest. They are: "Pointers to Help Keep You Out of the Red" (April 1965, page 51); "A Navy Primer: How to Stay Fiscally Fit" (November 1965, page 26); and "Report on Navy Credit Unions" (February 1966, page 44).

## Recommendation

- Evaluate recently established procedures for handling personnel indebtedness in commercial affairs (after an appropriate period of time) and if the workload afloat in handling indebtedness has not been reduced, consideration should be given to establishing regional offices through which all indebtedness correspondence should be screened before being forwarded to the debtor's command. (Recommendation No. 58.)

## Dignity, Prestige and Prerogatives

**T**HE TASK FORCE considered various matters which, generally speaking, developed into recommendations aimed to enhance morale, personal dignity, prestige and prerogatives of naval personnel.

## Recommendations

- Assign to the Naval Inspector General the responsibility for conducting a continual review of all Navy policies, directives and procedures, and the implementing thereof, with a view to identifying and eliminating those which unnecessarily demean the dignity and status of Navy personnel. Areas for initial consideration are:

- (a) Impediments to access by Navy personnel to rights to correspondence through channels and rights to take advantage of Request Mast; (b) the conduct of administrative searches afloat and ashore; (c) practices which challenge the ward of an officer; (d) charity drive practices which deviate from the Navy policy that response to such drives be voluntary. (Recommendation No. 59.)

- Increase prestige associated with petty officer and career status, as follows:

- (a) Establish a standard and meaningful character to the ceremony of advancement to (and within) the petty officer grades, providing for the oath-administering officer to read aloud the sections relating to increased responsibilities and the Navy's reliance upon the man's service as a petty officer, and calling for the enlisted man advancing to repeat his acceptance aloud before signing the Petty Officer Appointment Form (NavPers 2914 or 2915);

- (b) Revise uniform regulations to make provisions for



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bag inspections for enlisted personnel applicable only to pay grades E-1 through E-4;

(c) Establish a billet for the "Leading Chief Petty Officer of the Navy" (LCPO) and establish additional billets for "senior chiefs" in Fleet and type commands and between district staffs. Provide for a "direct dialogue channel" between enlisted personnel and the LCPO.

(d) Revise the customs for formal oral address, including the introduction of enlisted men, and for written address, to provide for addressing petty officers (except E-7, E-8 and E-9) as "Petty Officer . . ." and non-petty officer grades as "Seaman . . .", "Fireman . . .", etc., instead of addressing these groups by their last names only. (Recommendation No. 60.)

## Pay and Fringe Benefits

THE SUBJECT OF PAY is a vital matter to everyone and, on behalf of the Navyman and his family, the Task Force made a number of recommendations concerning pay, allowances and fringe benefits which received SecNav approval.

One of the recommendations called for study of a new military pay concept, while others related to specific areas in the pay program. Before implementation many of these recommendations, while approved by the Policy Board, will require DOD approval or legislative action.

### Salary Structure Study

IN APPROACHING the study of appropriate compensation for members of the Navy, the SecNav Task Force searched down many avenues for suggestions. After lengthy investigation, it concluded that a fundamental change in philosophy might provide a desired solution. In essence, the following recommendation is for a study centering about an evolutionary transition from the present basic pay and allowance system to a "salary structure." If found to be applicable to the military service, a salary structure would provide for establishment of a linkage in pay matters with civilian enterprise and the federal service.

#### Recommendation

• That a major DOD study effort be conducted in 1966 to investigate whether a salary system would be applicable

in the military service and determine an appropriate schedule for making changes in support of such proposal if found acceptable. (Recommendation No. 61.)

### Sea Duty and Certain Places Pay

THE TASK FORCE noted that separation from home, family and friends and long periods of sea duty were factors affecting retention of Navy men, married and single alike. Also noted was the fact that certain family living expenses increased when the Navyman was away at sea. It recommended that continuous or frequent sea duty be compensated for in a tangible manner.

#### Recommendation

• Provide "sea duty pay" to both officers and enlisted men in an amount adequate to recognize the unique personal living conditions (and family living conditions) that characterize sea duty.

Compensate the individual who spends more time at sea by increasing sea pay based on cumulative years at sea. (Recommendation No. 62.)

### Responsibility (Command at Sea) Pay

AN EARLIER PROPOSAL by the Chief of Naval Personnel that the Secretary of the Navy obtain necessary approval for "Command at Sea" pay also received Task Force backing.

The Career Compensation Act of 1949, as amended by the Military Pay Act of 1958, includes a provision for special pay for officers holding positions of unusual responsibility and of a critical nature.

This authority was provided by Congress in 1958 to give the services a management tool in recognizing officers placed in positions of unusual responsibility.

#### Recommendation

• Gain authorization for Command at Sea Pay from the Secretary of Defense, in accordance with the proposal previously submitted. (Recommendation No. 63.)

### Basic Allowance for Quarters

THE FOLLOWING recommendation is intended to alleviate in part the following conditions:

Bachelor Navy men are often required to contribute their entire BAQ for quarters since fair rental value is not generally established;

Members without dependents are not now entitled to a dislocation allowance, even though they are not occupying government quarters at their permanent stations; and

Members without dependents are not now permitted BAQ while in travel or leave status between permanent duty stations, even though quarters are not provided.



## Recommendation

- *Enable a member without dependents to occupy inadequate public quarters subject to a fair rental charge, without losing his full basic allowance for quarters.*

*Permit payment of a dislocation allowance to a member without dependents when he is transferred to a permanent station where he is not assigned to, or does not occupy, government quarters.*

*Restore authority to pay basic allowance for quarters to a member without dependents for the period he is in a travel or leave status between permanent duty stations. (Recommendation No. 64.)*

## Pay Grade E-4s and Dependent Travel

**P**AYMENT OF dependents' travel and for shipment of household effects for all the members of the armed forces is economically undesirable, the Task Force agreed. Legislation provides that pay grade E-4 (with four years' minimum service) is the cut-off point. The Task Force found that this excludes a small but important group of young men the Navy is attempting to retain in the service—those E-4s who have decided to remain in service but do not yet have four years to their credit.

If a man obligates himself for a service career, the Task Force recommendation is that he be granted, as an E-4, full membership relative to benefits. The knowledge that his family can be moved at government expense could make the difference in a decision to obligate, thus providing a positive retention factor at a relatively minor cost.

## Recommendation

- *Provide entitlement to all career designated (six years' obligated service) personnel in pay grade E-4 or higher to dependent travel, household effects shipment and dislocation allowance. (Recommendation No. 65.)*

## Education for Dependent Children

**T**HE STEADY UPWARD TREND in college costs has resulted in development of a wide range of programs to assist qualified students financially. Scholarships, grants and low interest loans are some of the more common programs.

The military services have recognized this need, and the inherent retention value of educational aid for dependent children. Many avenues to broader educational opportunities for dependent children have been explored.

When service personnel consider sending their children to state colleges or universities, they have found they are often unable to take advantage of resident tuition rates, since it is unlikely they will remain in their state of residence during the entire time their children are in college. Further, transportation costs generally prohibit sending the student to distant locations, sometimes across country, to take advantage of state residency. Changing state residence on each move is not always feasible.

The following recommendation is intended to take the serviceman's mobile status into consideration, with regard to resident tuition rates.

The Task Force also recommended that consideration be given to an amendment to the "Cold War G.I. Bill"

which would permit passing of the veteran's entitlement to one of his children for a college education.

## Recommendation

- *Continue to sponsor efforts to DOD that it seek state legislative action to permit military dependents to attend school at resident tuition rates.*

*Support Amendment to the "Cold War G. I. Bill" to pass entitlement to a dependent after 12 years of active duty by the member. (Recommendation No. 66.)*

## Cost of Living Allowance, Temporary Housing Allowance

**N**AVY FAMILIES are often required to seek temporary housing when they arrive at their new duty station while looking for permanent quarters. The Navy does not normally provide any sort of guest or temporary housing except in isolated instances.

While in temporary housing, the cost of meals is generally much higher, due to the need to eat in restaurants (or to prepare meals in temporary facilities.)

BAQ is a fixed rate and does not vary with the costs of living surrounding the different duty stations. Many miscellaneous expenses cannot be reimbursed under present regulations.

Some sort of temporary lodging allowance, the Task Force felt, similar to that provided for overseas travel, represents an obvious solution unless temporary facilities can be provided to permit home-type living while looking for permanent housing.

## Recommendation

- *That Joint Travel Regulations be expanded by DOD to include locations inside the continental United States for Cost of Living Allowances and Temporary Lodging Allowances.*

*Investigate means of reimbursing members for miscellaneous expenses and propose legislation similar to that being proposed for the Civil Service. (Recommendation No. 67.)*

## Family Separation Allowance, Dislocation Allowance

**F**AMILY SEPARATION ALLOWANCE is not authorized for personnel who are assigned to public quarters (present law specifically prohibits such entitlement). The Task Force supports action to seek modification of the legislation, and also seeks an increase in the amount of dislocation allowance.

## Recommendations

- *The Task Force recommends passage of legislation granting the entitlement of Family Separation Allowance for personnel assigned to public quarters. (Recommendation No. 68.)*

- *Support legislation which increases the amount of the dislocation allowance. (Recommendation No. 69.)*

## Fringe Benefits

**T**HE VALUE OF fringe benefits is indicated by the fact that, while they have been long associated with the military as an extra "compensation for service," they are now also popularly accepted and utilized in private industry, as a selling feature to invite and retain the high



quality personnel desired. The Navy knows this well.

In the military service many fringe benefits are based on legislative action; others have been part of the service tradition. Fringe benefits, both legal and traditional, are viewed by the individual as part of his implied contract with the Navy. The Task Force found them an important retention factor.

#### **Recommendation**

- *That all elements which make up the "fringe benefit package" be officially defined at the DOD level.*

- *That a program to publicize and promulgate the total fringe benefit program to all service personnel be instituted. (Recommendation No. 70.)*

#### **Weight Allowance, Trailer Allowance**

CURRENT WEIGHT ALLOWANCES for household effects are, at times, inadequate to cover shipping costs when service families are reassigned, the Task Force stated. It also felt that increases in personal belongings, as well as in average family sizes, have rendered allowances inadequate to compensate for the resulting increase in expenses. Among other considerations was the fact that transfer of household effects could present a financial loss because families are required to dispose of some of their non-critical belongings to meet the weight allowances.

The Task Force recommendations also supported con-

sideration of the trailer owner, on the basis that shipping costs for transporting trailers generally exceed trailer allowances. Moreover, additional losses are incurred as those living in trailers do not receive dislocation allowance under current regulations.

#### **Recommendation**

- *Increase household effects weight allowance by 250 pounds for E-4 through O-2 for each dependent over two in number.*

- *That the Joint Travel Regulations Committee in DOD propose legislation to permit movement of trailers which would parallel the present administration of household effects shipments where all contact with the carrier is performed by the government, including payment. The entire cost of moving the trailer should be paid, provided that the cost does not exceed that which would be incurred if the member elected to move the maximum amount of household effects permitted for his grade or rank.*

- *Pay dislocation allowances to those individuals owning and living in trailers when they are transferred. (Recommendation No. 71.)*

It should be noted that many of the foregoing recommendations, all of which have been approved by the SecNav Policy Board, may still require DOD approval or legislative action, before being put into effect.

Reports of implementing action will be published in future issues of ALL HANDS.

## **Enlisted Distribution and Assignment**

CHANGE OF STATION orders—when, where, how and why—have always been an important factor of Navy life, and one which has a definite influence on morale. Listed below are recommendations approved by the SecNav Policy Board which concern assignment of enlisted personnel, along with brief explanations, where necessary, to show their relationship to the distribution program.

#### **Recommendations**

- *Expand rating control to include all rates and ratings. Increase the officer and enlisted personnel necessary to carry out this program in the Bureau of Naval Personnel. (Recommendation No. 15.)*

Presently, rating control has been set up by the Bureau of Naval Personnel for 14 critical and semi-critical ratings and has been highly praised. (See "This is How Rating Control Hand-Picks Critical Ratings," ALL HANDS, July 1965, page 46.) As an example, one of these is the sonar technician rating. Since the establishment of rating control, 16 additional NECs have been added to the ST rating, making it possible for BuPers to identify more readily the special skills required for this rating. The effect of rating control and the six-year obligor program on the ST rating is indicated by a marked rise in the ST manning level during a single year under rating control. In Fiscal Year 1965, the on-board manning of STs increased from 70 per cent of those required to 83.8 per cent.

- *Verify and update systematically all enlisted billets which require equipment maintenance NECs. Provide Navy capability or negotiate for contractual assistance to carry*

*this out and to "verify" the equipment installed for this purpose. (Recommendation No. 25.)*

- *Provide in the BuPers master tape (file) the capability to list and control at least five NECs for each enlisted man. (Recommendation No. 24.)*

These three recommendations are based on the continuing goal of considering all factors before making assignments, so each Navyman may be sent to the billet for which he is best suited.

The first recommendation, that rating control include all ratings, is closely associated with the accomplishment of the following two. Rating control demands that detailed information on both the billet and the eligible Navyman is available to the assignment officer. Obviously, if the system is to perform with the greatest efficiency, billets as well as men must be identified accurately, both as to the skill(s) required for the billet and the qualifications of each man.

- *Establish assignment to sea duty as a goal for all non-school designated recruits immediately after recruit training, and assignment to sea of "A" school graduates (SAs and FAs) on completion of school training. Where this is not feasible, insure that these men serve an appropriate period of time at sea later in their first enlistment. (Recommendation No. 22.)*

- *Expand the "contract messman" program (that is, civilian mess cooks) to include all shore activities. (Recommendation No. 23.)*

These two recommendations have common purposes: Enhancing morale and promoting career motivation. Several reasons are given for assigning first-term Navy-men to tours at sea, aboard ships—among them, oppor-

tunity for the man to become familiar with the "sea-going" Navy and for him to become proficient in his rating and, as a result, to advance more quickly.

- **Order personnel to all duty classified as preferred sea duty in a manner similar to that in which men are ordered for specific tour lengths to overseas and CONUS shore duty billets. When feasible, expand this program to include all types of sea duty. (Recommendation No. 18.)**

- **Eliminate the Active Duty Base Date as a requirement for determining Seavey eligibility, and base requirement solely on time served on arduous sea duty. (Recommendation No. 16.)**

- **Subject to approval of Fleet commanders, change the distribution control of Fleet shore duty from the Fleet commanders in chief to the Chief of Naval Personnel. (Recommendation No. 20.)**

- **Vest in the Chief of Naval Personnel the sole responsibility for determining and designating the various types of duty for rotation purposes; under his direction develop criteria for, and establish, a list of all ships, units and activities that are either sea duty or shore duty for rotational purposes. (Recommendation No. 19.)**

- **Redesignate selected enlisted TAR billets as USN billets to be filled to allowance by men of appropriate deprived**

**ratings to improve sea/shore rotation for these ratings. (Recommendation No. 21.)**

- **Modify the eligibility requirements for overseas duty to permit assignment to duty regardless of dependency status. (Recommendation No. 17.)**

These recommendations are calculated to make rotation as equitable as possible, and to improve the opportunity for each man to receive his choice of duty.

The point is to assure that, to as great a degree as possible, Navymen of all ratings receive proportionate tours of duty in the various categories of arduous and preferred sea duty and overseas and CONUS shore duty.

(For more information on the changing Seavey/Shorvey picture, see ALL HANDS, January 1966, page 48, "Major Revision of Seavey/Shorvey Will Interest You.")

- **Develop an updated, fully integrated, computer-assisted personnel distribution and management system. (Recommendation No. 26.)**

Computers are used to furnish the assignment officer with most of the necessary information about both men and billets. Consequently, the more information which can be handled by the computers, the more information available to the assignment officer.

## Living Conditions Afloat

THE FOLLOWING is a summary, with explanatory comments, of the SecNav Task Force recommendations on living conditions afloat:

Although the Navy knows that shipboard habitability is a factor in personnel retention, its extent is difficult to measure.

Much individual and group effort has been devoted to improving shipboard habitability. Recently there has been set up within the Navy organization an office charged with the administration of an integrated program which would include design and conversion of ships to satisfy both their functions as naval vessels and

as places where men must work and live.

Projections have been made which reveal the importance of an integrated habitability program. By fiscal year 1973, according to these projections, slightly less than one-third of the Navy's ships will be over 20 years old. It can be seen, therefore, that habitability, as a factor will remain with the Navy for some time to come.

### Recommendations

With these facts in mind, the Task Force has made the following recommendations:





- Develop adequate "growth factors" for ship design, construction and manning. (Recommendation No. 38.)
- Resume funding of the Habitability Improvement Plan (HIP). (Recommendation No. 39.)
- Provide funds for habitability improvements to Fleet and Type commanders. (Recommendation No. 40.)
- Direct an annual review of Environmental Control Standards (Habitability Standards). (Recommendation No. 41.)

Converting the foregoing recommendations into Navy

practice, the Ship Characteristics Board would develop and improve growth factors for both personnel and material after reviewing ship design histories and manning experiences.

The Task Force recommended distinct funds be provided by CNO to type commanders for minor habitability improvements of such nature that can be accomplished as repairs, upkeep or alterations equivalent to repairs by the ship's force, or by tenders during technical or restricted availabilities.

## Living Conditions Ashore

THE DISCUSSION of living conditions ashore divides logically into two major parts: Family housing and bachelor housing. The discussion of family housing covers the following points: Variation in housing costs in different geographical areas; quality in new construction; minimum level of furniture in public quarters; expense of temporary lodging upon change of duty station; and the widespread desire for home ownership. Present bachelor housing and management was also studied.

### Recommendations

- Raise cost limitations applicable to family housing. (Recommendation No. 42.)
- Establish differential cost-of-living allowances based on geographic variations. (Recommendation No. 43.)
- Provide 25 per cent of furniture for government quarters housing. (Recommendation No. 44.)
- Determine the feasibility of a Navy-sponsored home ownership plan. (Recommendation No. 45.)
- Adopt the Tri-Service Criteria for bachelor personnel housing. (Recommendation No. 46.)
- Provide a "hotel keepers guide" containing professional suggestions concerning the operation of bachelor housing. (Recommendation No. 47.)

WITH SOME EXCEPTIONS, the cost and space criteria for new military family public quarters were established approximately seven years ago, and construction

costs have risen substantially since that time—more than 15 per cent according to cost indexes.

The Navy has recommended that interservice uniformity be achieved by furnishing basic essentials of household goods to supplement the member's own household goods. The Task Force suggested that 25 per cent of room requirements would be sufficient. Initial outfitting of new housing would also be at 25 per cent. Maintenance, repair and replacement costs of these basic items would be supported at a reasonable level to assure preservation of the inventory.

The bachelor housing criteria were developed jointly by the Army, Navy and Air Force and are known as the Tri-Service Criteria for Bachelor Personnel Housing. Briefly, they call for:

Increasing the average gross building floor area for officers from 500 square feet to 880 square feet;

Increasing the monetary limitations from \$8500 to \$10,500 per officer (based on the current numbers of bachelor officers);

Increasing the average gross building floor area for enlisted men from 125 square feet to 185 square feet;

Increasing the monetary limitations from \$1850 to \$3450 per enlisted man (based on current numbers of bachelor enlisted men).

Even with the construction of all the public quarters presently called for in the family housing program, two



thirds of the Navy's family housing requirements will have to be met by community housing. When this fact is coupled with the overwhelming desire for home ownership among Navy personnel, it is clear that home ownership is an area that holds great possibilities, hence the Task Force's recommendation that the feasibility of a Navy-sponsored home ownership plan be determined.

**A** NAVY HOME OWNERSHIP PLAN, calling for a joint investment in a home by both the career-designated man and the government, would enhance the sea service as a career.

Such a plan might call for payment of a portion of the down payment and closing costs by the government, monthly payment by the man of roughly an amount equivalent to his BAQ, and vesting of title in the man upon completion of a considerable period of active duty (say 15 years).

Day-to-day management and operation plays a most important role in making a BOQ or BEQ either a pleasant or an unpleasant place in which to live. Enlightened

management and attention to detail can go far toward creating as pleasant an atmosphere as possible. Practical advice on such aspects as decorating, arrangement of rooms, promptness of service, reduction of noise, courtesy and prompt repair of recreational equipment would be of great benefit to those charged with the day-to-day operation of BOQs and BEQs.

A management guide utilizing the expertise of professionals in the field of hotel management would provide those charged with management of bachelor housing with advice and ideas. Such a manual—easy to read, well illustrated and widely distributed—would make available to all areas those measures or techniques that have met with success in other areas.

Establishment of the variable cost-of-living allowance takes into consideration the variations from one geographical location to another.

Such an allowance, which would reflect housing costs among other things, is welcomed by the Navyman and his family. Payment of the cost-of-living allowances within CONUS would be along lines similar to existing policy for overseas locations.

## Enlisted Personnel Management

**I**N RECENT YEARS, advancing technology has increased the capability for gathering and processing information upon which sound decisions can be based. Today, centralized management of a large force of men can be accomplished more effectively than was ever before possible. Theoretically, the manpower force may now be administered in a manner which permits maximum readiness at minimum cost.

The recommendations which follow are divided into two general groups. The first group comprises current measures; the second group of recommendations is concerned with a research project titled the "Optimized Force Structure." This project calls for extensive study, requiring coordination with other services and OSD, and the approval of Congress, all of which could take several years. Full implementation could take considerably longer.

### Reenlistment Quality Control

**I**N 1963, A SMALL BUT SYSTEMATIC program to evaluate reenlistments was established in BuPers. Because of its significance, the evaluation program is continuing, and the recommendations call for its expansion.

#### Recommendations

- **Expand significantly the "reenlistment quality control" effort currently conducted by the Bureau of Naval Personnel, as follows:**

- Increase case coverage, broadening the follow-up procedure on substandard reenlistments, and initiating corrective actions to reduce such incidence;**

- Develop procedures required to effect a "selective reenlistment quality control" program, which could be utilized when strength levels in a rating are sufficient to permit selectivity in reenlistment;**

- Determine the feasibility of requiring Navyman who desire to reenlist or extend to declare their intentions at**

**same time before the time of expiration of their obligated service;**

**Evaluate reenlistment criteria, considering changes required during various phases of the introduction of a selective reenlistment system, and publish these criteria in a collective grouping. (Recommendation No. 12.)**

### Advancement Study

- **Conduct a study of the factors governing the enlisted advancement system with emphasis as follows:**

- Study the eligibility criteria on which commanding officer's recommendations for advancement are made;**

- Analyze the enlisted performance evaluation sheet to determine if it can be made a more effective measure of capability and of qualification for advancement;**

- Devise a means for evaluating enlisted performance marks to insure they adequately relate the differences between individuals who perform at different levels of effectiveness.**

- Evaluate the factors that make up the advancement multiple with particular regard to their adequacy, relevance and weighting. (Recommendation No. 13.)**

### Research in Manpower Management

**T**HE MODERN ERA of automation and electronics has come up with a new and complicated language; so have the manpower experts.

The foregoing heading boils down to the following thought: That the assignment of personnel to billets which require their best skills is basic to sound manpower management. The first steps to obtain the best possible manpower use are accomplished when billets are properly described.

This is a continuing problem, particularly in view of the continual change in equipment and duties. Hence the following recommendation:

- **Conduct the following personnel research:**

- Undertake, on an immediate basis, the following five-**



**point manpower management project: Billet analysis, billet evaluation, occupational re-engineering, physical demands analysis, and skill deterioration analysis. (Recommendation No. 14a.)**

The foregoing terms are defined and discussed briefly below:

**Billet analysis** may be described as the identification of the skills required in a given billet.

In connection with the subject of billet analysis, the Naval Personnel Research Activity in San Diego has provided a brief study of the Commissaryman and the Fire Control Technician rating pyramidal structures to illustrate the gains which might be derived from such efforts.

**Billet evaluation** is defined as the process of establishing billet values in terms of existing rate structures, in accordance with a standard evaluating technique.

Concerning billet evaluation, an exploratory effort in this field has been underway in BuPers.

**Occupational reengineering** means the process of critically evaluating naval occupations for the purpose of identifying as new jobs those which may be performed by lesser trained personnel.

Work patterns may be evaluated with a view toward rearranging the duties of billets in some technical ratings so those men with limited skills, or short duration personnel, may be used in situations commensurate with their background and training, and more skilled personnel may concentrate on functions requiring more extensive experience and training.

The establishment of the communications yeoman (CYN) service rating demonstrates the effectiveness of occupational reengineering. This action by BuPers permitted a savings of about 18 weeks' training per man for approximately 4300 CYN billets. The savings resulted from the fact that the CYN duties were formerly performed by trained radiomen and radioman strikers (24 weeks of basic radio school). By rearrangement and clear delineation of the purely clerical duties involved, it was possible to establish the CYN service rating with a school training requirement of six weeks.

**Physical demands analysis** means the determination

of minimum physical qualifications in different jobs necessary to provide job effectiveness.

Such a program is related to the billet analysis program, mentioned above. Fleet and shore commands have pointed out that certain physical requirements, particularly normal color perception and audio limitations, restrict recommendation and selection of otherwise well qualified candidates. In light of changing requirements, some of these standards may no longer be necessary, or may be modified under certain conditions.

**Skill deterioration analysis** is defined as the determination of the skill loss resulting from jobs which do not fully employ an individual's rating skills.

For example, such a study might analyze the effect of rotation on technical ratings to determine the amount of skill loss (or gain) during shore duty.

### **"Optimized Force Structure" Study**

**T**HIS PROJECT, approved by the SecNav Policy Board, is a study of a long-range manpower concept which, as stated before, may require many years to implement fully. It is based on new concepts and—in the words of the recommendation—factors still to be clearly defined. They pertain to allowable time-in-grade, retirement and incentives.

• **Conduct a concerted study to define an "optimized force structure," which can be adopted as a goal, with a set of personnel incentives that are compatible to the program, all of which could be used as a basis for policy decisions and legislative proposals.**

**Initial objects should be to define measures of cost and effectiveness, and criteria for the following partial list of factors (not now clearly defined) which will be determining elements in implementing such a program:**

(1) Rating pyramids, both for individual ratings and on a Navy-wide basis; (2) selectivity of personnel, based on such individual attributes as education, training, mental level and performance; (3) manpower productivity; (4) effective utilization of personnel; (5) continuance of personnel on active duty; (6) severance policies and procedures; (7) compensation for service; (8) service contracts; (9) training under an optimized force structure. (Recommendation No. 14b.)

## **Education and Training (general)**

**F**OLLOWING ITS EXTENSIVE STUDY of the significance of education and training opportunities as factors in retention, the SecNav Task Force came up with a number of recommendations which were approved by the Policy Board. Many of these recommendations are specifically pointed toward enlisted personnel, aimed to enhance and broaden his career status, while others are intended to strengthen the officer corps. Each of these groups of recommendations is treated in sections on the following pages.

Below is a broad recommendation reaching into several areas of interest, both to the enlisted man and the officer, concerning increased emphasis on the important subject of education and training:

### **Recommendation**

• **Provide increased opportunity for officer and enlisted in-service education by these steps:**

**Continue to assign the maximum number of qualified officer applicants to the Undergraduate Education Program, using civilian colleges or universities to meet billet requirements in excess of those available at Monterey.**

**Establish a degree-completion plan to enable officers to complete their baccalaureate degree requirements, of one year or less, at a civilian college or university.**

**Increase emphasis on the Tuition Aid Program by the following:**

**The Tuition Aid Program to support off-duty education and training should be publicized widely throughout the Navy. Commands should be directed to insure that the opportunity is available to all who may wish to participate in off-duty education;**

**The constraints placed by Congress, DOD and the Navy on the use of tuition aid funds should be reexamined and, where possible, it is proposed that they be removed;**

## SECNAV TASK FORCE REPORT (cont.)

*In support of all off-duty education programs, the Navy in each ship and at each station should expand its educational counseling services;*

*Funds adequate to support the liberalized educational assistance programs should be provided;*

*Extend the Polaris University Program to surface ships*

*and at major naval shore installations where resident instruction is not feasible. Initiate a pilot program aboard an aircraft carrier, similar to that being conducted aboard the USS Bastan (CAG 1). If pilot programs are successful, establish additional units at major Fleet bases. (Recommendation No. 6.)*

## Enlisted Education and Training

### Recommendations

• *That the Navy accept the over-all concept of an Enlisted Career Education Plan. (Details below.) (Recommendation No. 27.)*

• *Establish the goal of an Associate Degree as a desired level of educational attainment for Navy career enlisted personnel and promulgate as official Navy policy (see below). (Recommendation No. 28.)*

• *Take action to provide an effective combination of enlisted training (off-duty, service schools, etc.) which will facilitate the achievement of academic goals recognized by the civilian community. (Recommendation No. 29.)*

• *Issue an educational manual depicting (by rating) paths available to an Associate Degree. (Recommendation No. 30.)*

• *Expand off-duty educational programs to the maximum, thereby ensuring full availability of such programs and their use as part of the Enlisted Career Educational Plan. (Recommendation No. 31.)*

• *Coordinate the Navy's Educational and Training program to coincide with opportunities for formal education at career decision points. (Recommendation No. 32.)*

A coordinated Enlisted Career Education Plan is intended to compare with civilian programs and to compete with opportunities in civilian life in influencing the individual's selection of the Navy as a career. It would integrate current Navy educational and training programs, self-study and participation in civilian educational programs of one or two years' duration.

A coordinated Career Education Program could be developed to help qualified men attain an Associate Degree by the time they retire. The formal education stages of such a plan, coinciding with career decision points, would be contingent on further obligated service.

• *Initiate discussion with junior college officials to determine specific programs which can be implemented on a pilot basis in cooperation with Navy "B" schools, and study the feasibility of establishing an Associate Degree Completion Program. (Recommendation No. 33.)*

Junior college programs were considered as a method of achieving the goals of the Enlisted Career Education Plan, providing the necessary formal education in conjunction with accredited training gained by other means to achieve an associate degree.

• *Integrate the SCORE (Selected Conversion and Retention) program into a comprehensive Career Education Plan. Emphasize SCORE as a means of attracting quality career men into critical ratings (with deemphasis in input under this program in those skills where other rating input programs meet requirements). (Recommendation No. 34.)*

SCORE is used to increase the critically undermanned ratings by combining certain features of the STAR program and the Rating Adjustment Program into a single rating conversion program. Those men in certain fully manned ratings who are found to be outstanding can-

**A** RECENT SURVEY of Armed Forces recruiting organizations indicated that of approximately 1000 applicants, about 43 per cent enlisted to obtain additional education or training. Another recent Navy study—of 10,000 first-term enlisted men questioned—established that about three quarters had been influenced "very much" or "quite a lot" in their original enlistment by a desire to attain Navy training, and that men in this group are more likely to reenlist than the remaining quarter.

To encourage motivated Navymen to improve their educational stature, a number of off-duty education programs have been established. These programs (including USAFI, tuition aid and the Polaris University) raise the educational level of participating enlisted men and supplement other current and proposed Navy educational programs.

The training offered by the Navy is recognized as an inducement to recruiting and retention, and a program which provides recognition of completed service training, on a level commensurate with that of civilian academic achievement, is considered a significant retention factor.

Certain ratings have shortages of men who possess the required combination of technical education and on-the-job experience to meet the Navy's needs. Improvement in the first-term reenlistment of qualified personnel in these ratings will serve to rectify the situation. This is one of the aims of the recommendation.





didates for SCORE are invited to participate in the program by the Chief of Naval Personnel through their commanding officers.

- **Expend the six-year obligor program to encompass all ratings which require extensive training during a first enlistment. (Recommendation No. 35.)**

The program is at present open to 12 ratings and ensures that the Navy receives an equitable return for the training which was provided to individuals during first enlistments. Currently, Navymen in the included ratings must obligate for six years in order to attend schools beyond the "A" school level.

- **Reenforce and amplify the STAR (Selective Training and Retention Program). (Recommendation No. 36.)**

The STAR program has had a definite success, receiving high praise as a retention program. The Navy's STAR goal from 1960 through June 1965 was 15,000

STAR reenlistees. This figure was exceeded by more than 6000.

Suggested measures reinforcing the STAR program may include provisions for specific reliefs for STAR losses to an activity; and provisions for formal recognition of those commands which demonstrate outstanding effort relative to STAR reenlistments. Continuing efforts to publicize the program have been encouraged.

- **Restore recruit training to 11 weeks. (Recommendation No. 37.)**

The main purpose of recruit training is to effect an orderly transition of the recruit from civilian to military life. This requires time to orient and prepare young men for Navy life. The additional time afforded by return to the 11-week curriculum (recruit training has been nine weeks since 1954) is intended to provide a better qualified and oriented recruit graduate.

## Officer Education and Training

IT IS NAVY POLICY to attract and retain college graduates in the officer corps, to encourage non-college graduate officers to receive a baccalaureate degree, and to provide a graduate education to qualified Naval officers.

The objectives of this policy generally are being attained, the Task Force reported. The Navy has an educational program that has played a prominent part in both improving the capability of the officer corps and in attracting and retaining quality officers. Navy education programs compare quite favorably with those of the other services, and the Navy enjoys a relatively strong position as regards the percentage of officers with baccalaureate degrees.

In crediting the over-all success of the Navy officer education program, the Task Force made several recommendations to strengthen it in certain areas. They are listed below.

One of these areas was that of providing an opportunity for non-college graduates to receive a baccalaureate degree. The number of officers in this category who are in the field of naval aviation was noted, with measures recommended to improve this situation. Also noted was the fact that, despite the increased emphasis that has been placed on graduate work, even more officers should receive a graduate education to meet increasing technical and managerial requirements of the Navy.

In respect to officer training, it was recommended that newly commissioned officers reporting aboard ships receive practical training in a surface combatant school specializing in the duties of junior division and watch officers.

This would provide specific training in leadership and shipboard duties, including personnel management duties, which cannot be fitted into already crowded undergraduate curricula.

### Recommendations

- **Increase the number of graduate education training billets in the amount recommended in the Combs Board report of 17 Dec 1964 (Study of Billet Requirement and Grade**

**Distribution in the Subspecialty and Specialty Areas in the Navy). (Recommendation No. 7.)**

- **Accelerate the recruitment of college graduates for the Naval Aviation Officer programs with the eventual goal of eliminating candidates with less than a college degree. (Recommendation No. 8.)**

- **Establish simultaneous on-campus procurement for all Navy officer programs, through the use of coordinated and integrated teams. In addition:**

- **Order officers directly to Navy aviation officer procurement billets;**

- **Junior officers recently completing operational flight assignments with the Fleet should be used in these billets to the greatest degree possible. Use additional key officers on a temporary basis;**

- **Employ professional advertising firms to assist the Navy in its procurement program. (Recommendation No. 9.)**

- **Increase retention of college graduates in the naval officer corps by these steps:**



## SECNAV TASK FORCE REPORT (cont.)

*Increase research into methods of identifying latent military aptitude or career motivation in potential candidates for officer procurement programs;*

*Stress stimulation of career motivation in the midshipman cruise program;*

*Extend the loan cancellation feature of the National Defense Education Act to include military service. Loan can-*

*cellations would not exceed 50 per cent. (Recommendation No. 10.)*

• *Establish a surface combatant school to provide concentrated practical training in shipboard division management and deck engineering watchstanding for all newly commissioned line officers before they report aboard ship for duty. (Recommendation No. 11.)*

## Officer Distribution and Management

THERE IS AN INCREASING NEED in the Navy for technically oriented and trained unrestricted line officers. The need has been generated by increasingly advanced technology and the consequent requirement for technically qualified officers to manage the advances and to introduce them into the Fleet.

Other requirements for specially trained officers have been generated by the sophisticated management techniques which have evolved to cope with the increased complexity and diversity of requirements in the Navy.

These requirements for specialization sometimes appear to conflict with traditional requirements for broad-gauged professional generalists equipped to fill positions of great national and international importance in the field of military command, as well as in areas requiring broad management ability and experience.

These two legitimate requirements must be constantly considered so that the Navy can continue to make the most effective use of its officers.

The system of designating each Navy billet as one to be filled by an officer of a particular designation may lead to the necessity of "mismatching" officer designators and billet designators by cross-detailing, that is, billet requirements and people to fill these requirements in such cases will not be in step. This places largely unavoidable stresses on the officer distribution system.

IT IS IMPORTANT TO NOTE, however, that the officers who have been cross-detailed usually are performing in a highly satisfactory manner. This tends to bear out the contention (a factor in the following recommendations) that it is not always necessary to assign an officer of a particular designation in every billet.

The Personnel Research Activity, Washington, determined that 41 per cent of the unrestricted line billets could be "generalized." It was felt that a large number of unrestricted line billets ashore and a sizable number at sea could be adequately filled by unrestricted line officers of any designation.

The recommended solution was a modification of the billet designator system to permit the general assignment of officers, regardless of designation, to any billet except those which clearly require an identified specific skill or specialization.

### Recommendations

• *Modify the billet designation system by establishing a generalized billet designation which will permit assignment of any unrestricted line officer regardless of a warfare specialty qualification, and conduct a study in depth of unrestricted line billets to identify those billets which may be generalized. (Recommendation No. 1.)*

• *Reorganize the unrestricted line officer designation system by grouping all unrestricted line officers under one gen-*

*eral designation and by assigning sub-designations to officers qualified in surface, aviation and submarine specialties, as well as to officers who have no warfare qualification, and by removing the Wave officer designation from this grouping. (Recommendation No. 2.)*

• *Enhance the capability of the Bureau of Naval Personnel to establish viable career patterns based upon identified long-range requirements, to exercise more positive influence over the career management of the officer corps, and to insure that the individual's career follows well delineated and accepted career patterns by establishing a permanently constituted Career Planning Board in the Bureau of Naval Personnel. (Recommendation No. 3.)*

In broad outline, here are some of the factors that concern the BuPers Career Planning Board:

1. Examining on a continuing basis the immediate and future needs of the service for officers possessing various backgrounds and abilities of a technical, intellectual and professional nature.

2. Developing career paths for officers which are designed to groom officers for identified requirements, including requirements for officers in high command and broad management positions of responsibility.

3. Monitoring the officers' careers and supplying coordination between the assignment desks to ensure continuity of individual careers along required paths.

4. Providing for the early identification of those outstanding officers having exceptional potential, and detailing them in an accelerated manner through selected assignments designed to enhance their qualifications for early selection to flag rank. Statutory selection boards can be employed for this purpose.

As a final recommendation regarding the subject of officer billets and distribution, the SecNav Task Force proposed a study, which was approved, pertaining to the unrestricted line officer category and generalist-versus-specialist requirements.

• *Conduct a study in depth of the problems in the unrestricted line which are associated with the conflicting requirements of the generalist versus the specialist. (Recommendation No. 4.)*

### Officer Promotion

THE SECNAV TASK FORCE made a number of recommendations on the subject of officer promotion opportunity which were deferred for further study.

The following recommendation, relating to length of service-in-grade, of officers in the rank of rear admiral, was approved.

### Recommendation

• *For more effective management pending enactment of the proposed Bolte legislation, utilize the non-continuation provisions of Title 10, U. S. Code 5734 with continuation*



boards convened for rear admirals at the five- and 10-year service points, and non-continue approximately 50 per cent and 100 per cent of rear admirals at these points respectively. (Recommendation No. 5.)

## Fleet Operations

**B**ECAUSE OF THE NAVY'S worldwide commitments, the U. S. Fleet operates on—or close to—a wartime basis. Since World War II, the Navy has maintained an accelerated pace of operations, performing a leading role in times of emergency.

Despite a continuing manpower shortage, the Navy makes every effort to maintain sustained operations and the degree of readiness essential to performance of assigned missions.

The SecNav Task Force recommendations, recognizing the foregoing situation, are intended to give the Fleet the level of manpower it needs to maintain required degrees of readiness essential to performance of assigned missions, while achieving greater stabilization of Fleet personnel.

The major goal is an increase in operational and administrative efficiency, and increased readiness in the operating fleets for sustained operations at sea.

At the same time, the recommendations are intended to provide an increase in opportunity for more home life and advanced education ashore, thereby increasing the attractiveness of service life and improving the Navy's capability.

### Recommendations

Because of their technical nature, the recommendations are given in brief, general terms, as follows:

- Do away with the term "allowance" as the basis of manning the Fleet and shore activities and establish "complement" as the basis for manpower needs of the Navy. (Recommendation No. 78.)

(Currently, the term "allowance" refers to a ship's personnel in its *peacetime status*, and "complement" relates to its personnel needs in carrying out its mission in *combatant wartime status*.)

- Establish a long-range program designed to: (1) Identify "functional capabilities" and "readiness levels" for all ships and units. (2) Then determine manning requirements for each readiness level. (3) Then develop time-and-source mobilization plans based on the foregoing. (4) Develop methods of evaluating cost effectiveness of the various manning level changes in relation to the current threat possibilities. (5) Provide increased emphasis on making the best use of manpower and equipment in relation to each other (in current jargon, "optimize the total man-machine mix").

- Submit a proposal to raise permanent petty officer ceilings, from approximately 324,000 to stated requirements based on present allowance, approximately 368,000.

- Request modification of Joint Chiefs of Staff criteria for expressing personnel combat readiness, on short-range and long-range bases. (Recommendation No. 79.)

- Provide additional time for leave, liberty and schools during overhaul periods, through transfer of certain ship's force work to yard personnel. (Recommendation No. 80.)

- Authorize the ship's company of vessels being overhauled in areas away from their home port to visit (in-

dividually) their home part or family residence or domicile, at government expense, at least once during the overhaul period. (The number of visits would be determined by the length of the overhaul.) (Recommendation No. 81.)

- Allow maximum in-port time during periods in home waters, and reduce in-port watch and duty requirements.

- Make maximum use of computers to plan Fleet operating schedules as rapidly and practically as possible. (Recommendation No. 82.)

## Medical Care

**T**HE NAVY HAS a legal obligation to provide medical care to Navymen on active duty. There is also enabling legislation which provides, on a permissive basis, for continuing this care for those in retirement as well as dependents. This medical care is recognized as a major consideration for many in choosing a Navy career.

In areas with large Navy populations, this care cannot always be provided for dependents and retirees to the degree expected and desired, because of shortages in personnel and facilities. When efforts are made to meet these demands, in such cases where facilities are not adequate to demands, it is obvious that frustration would occur.

The following recommendations are intended to enhance medical care not only from the standpoint of medical facilities and personnel, but also by increasing the types of care authorized.

### Recommendations

- Seek modification of the Dependents' Medical Care Act to provide comprehensive inpatient and outpatient care, including care for nervous and mental disorders of dependents and retired Navymen. (Recommendation No. 72.)

- Seek enactment of a Dental Care Act, with dental care as an additional fringe benefit. (Recommendation No. 73.)

- Seek relief from restrictive criteria currently imposed upon development and planning of hospitals and outpatient facilities. (Recommendation No. 74.)

- Provide additional medical billets in numbers consistent with predicted requirements. (Recommendation No. 75.)

- Increase opportunities for training and postgraduate training of Medical Department personnel. (Recommendation No. 76.)

- Modify eligibility for physicians' incentive pay to eliminate inequities and provide for incremental increases of points of career decision. (Recommendation No. 77.)

It should be noted that before the foregoing recommendations can become reality, action will be required to modify and/or expand Medicare and to authorize dental care for dependents.

The roundup on this and the preceding pages contains all 82 recommendations approved by the Secretary of the Navy and his SecNav Policy Board. For implementing action see SecNav Notice 5420 of 14 Feb 1966. SecNav Instruction 5420.160 of 9 Mar 1966 set up an Implementation Group under the Chief of Naval Personnel. BuPers Notice 5420 of 31 Mar 1966 provides a program management plan system for implementing the Task Force recommendations.

# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **TAD AND NON-TEMPORARY STORAGE**—Navy men on temporary additional duty for more than six months now have until 31 Jul 1966 to remove their household goods from government storage. Storage, removal, drayage and unpacking costs incurred after 31 July must be paid by the Navyman.

The deadline was originally 16 February, as stated in Alnav Five. This message was sent after the Comptroller General (decision B-157681) ruled that the *Joint Travel Regulations* erroneously provided nontemporary storage of household goods for men on TAD for more than six months.

The Comptroller's decision applies only to men on temporary additional duty. *Joint Travel Regulations* provisions still apply to other types of temporary duty.

AlNav Six is the applicable authority.

• **EXTENSIONS**—If you agreed to extend your enlistment for four months or more since AlNav 45 was published last August, but before your normal EAOS, you need serve only your voluntary extension. If you agreed to extend before AlNav 45, you must serve both extensions, unless your voluntary extension was in response to NavAct 1-65 or for the purpose of completing a cruise or deployment.

The word published in NavOp 1-66 was for the purpose of having

consistent action throughout the Navy with regard to operative dates for voluntary extensions.

Several other points were also clarified:

• Time served in an involuntary extension is not included in the four-year aggregate of extensions permitted in any single enlistment.

• Navy men who reenlist or voluntarily extend at any time during an involuntary extension are entitled to lump sum leave payments, mileage and reenlistment bonus, provided they are otherwise eligible.

• Men who have received authorization for transfer to the Fleet Reserve may not reenlist or execute voluntary extensions of enlistment without BuPers authority as provided in Article C 1403 and C-1407 of the *BuPers Manual*.

• **NEW NAVAL RATING**—Aviation Support Equipment Technician is the newest rating in the Navy and the first new rating to be established since Aviation Maintenance Administrationman was added on 16 Mar 1963. It will extend from pay grade E-4 through E-9, and be abbreviated AS.

The scope of the rating will include servicing, testing, maintaining and repairing the various types of ground support equipment used by the air navy. This includes gasoline and diesel engines, hydraulic and pneumatic systems, automotive electrical systems, gas turbine compressor

units, power generating equipment, liquid and gaseous oxygen and nitrogen servicing equipment and air-conditioning systems—but excluding avionics support equipment.

Three service ratings will be established in pay grades E-4 and E-5. They are: Aviation Support Equipment Technician E (Electrical), H, (Hydraulics) and M (Mechanical). The top four pay grades will be general.

Qualified petty officers who are interested in changing to the new rating may apply to the Chief of Naval Personnel via their commanding officer. A selection board will convene in July to select sufficient numbers of active and inactive duty personnel to build the AS rating to level. Petty officers selected will be authorized to change in the same pay grade without taking an examination.

To qualify, applicants must have had previous experience in the maintenance of aviation support equipment, and be in pay grade E-4 or above. Applications are desired primarily from the AD, AE and AM ratings; however, consideration will be given to anyone who has had previous experience in the field.

As is usual, the commanding officer's recommendation is also required. Applications should be submitted before 1 Jun 1966 on NavPers form 1339 (Enlisted Evaluation Report) to BuPers (Pers-B223). On the reverse side of the form should be listed all periods of service during which work in this field was performed.

It is anticipated that a change of rating for selected applicants will be effective on 1 Sep 1966. This will follow the establishment of class A training for Aviation Support Equipment Technicians, which will com-



HAVE ALL HANDS . . . WILL TRAVEL—Remember your nine shipmates and leave ALL HANDS magazine for them!



mence at the Naval Air Technical Training Command, Memphis, Tenn., in July 1966.

The first Navy-wide examinations for advancement within the AS rating are tentatively scheduled for May 1967 for pay grades E-8 and E-9, and for the August 1967 exam cycle for pay grades E-4 through E-7. These dates apply to active duty personnel. Before these dates, however, those serving in the AS rating will be authorized to participate for advancement in their previously held rating. Advancement will be authorized in the AS rating at the appropriate pay grade for those who are successful.

Qualifications for advancement in rating will be published at a later date.

The Bureau has been soliciting ideas and sketches or drawings which might help in devising a specialty mark for the AS rating badge. Interested personnel are encouraged to submit such material, including a brief statement explaining the concept of any drawing, to BuPers (Pers-Be) by 30 Apr 1966.

BuPers Notice 1440 of 25 Feb 1966 has further details concerning the establishment of the new rating.

• **NAVAL ACADEMY DUTY** — A considerable number of officers look forward to shore rotation with something less than unbridled anticipation for, despite obvious advantages, there are those who feel the average tour ashore is a drag to their careers.

An officer's shore duty often isn't as stimulating as he remembers his last sea duty but it needn't be all that bad. There are many jobs ashore that are both stimulating intellectually and go far toward furthering a career.

One of the most satisfying, according to those who have tried it, is a billet as an instructor at the U. S. Naval Academy.

The Naval Science Department is a case in point. Like other departments at the Academy, Naval Science is now in the final phases of its curriculum reorganization. While it is still the center of learning in the naval professional area, it has acquired an academic sophistication in areas of current scientific and behavioral disciplines.

Nowadays, the courses in the Naval Science Department are aimed at giving midshipmen an understanding of fundamental principles

involved rather than a detailed knowledge of hardware used in the Fleet.

This alteration was brought about by the rapid technological progress being made in the Navy—progress so rapid, in fact, that the hardware studied by midshipmen at the Academy was often obsolete by the time the students took their places as officers in the Fleet.

As the result of this change, the old *Seamo and Nav* Department now has the following required core courses: Air-Ocean Environment, Introduction to Psychology and Management, Navigation, Naval Operations Analysis I and Naval Operations Analysis II. All these are supported by courses at the U. S. Naval Postgraduate School and other institutions.

In addition, the Naval Science Department offers required training courses from the beginning of the plebe year through first class year in the art of being a seagoing officer.

Other billets for officer instructors are, of course, also available in the Science, Engineering, Mathematics, Weapons, Foreign Language, Physical Education and English, History and Government.

Company officer and operations/administrative billets are available in the Executive Department and there are a small number of administrative billets on the Superintendent's staff.

Officers who are interested in duty at the U. S. Naval Academy should so indicate on their next duty preference card. For those who would like more information on the subject, it can be obtained by writing to Superintendent, U. S. Naval Academy, Annapolis, Md.

• **GAGSTERS, WITS & MASTERS OF IRRELEVANCE**—Your chance at Navy-wide notoriety is fading fast. Entries in the All-Navy Cartoon Contest must be in the hands of the judges no later than 1 Jul 1966.

Entries should be sent to the Chief of Naval Personnel (Attn: Pers G-11). Navymen and their dependents are eligible to enter; cartoons must be original and contain a Navy theme or background, and must be suitable for general use. The five top choices will receive trophies from BuPers, and all winning entries will be published in *ALL HANDS*.

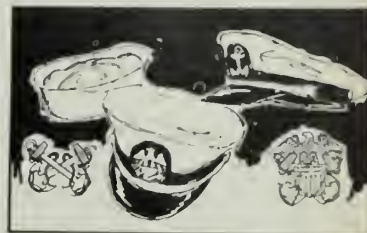
For complete details, see the March 1966 issue of *ALL HANDS* and BuPers Notice 1700 of 27 Jan 1966. The deadline is near.

## QUIZ AWEIGH

Like any other big, fast-moving organization, the Navy has a constant requirement for skilled, dependable men to fill positions of authority. Several programs offer enlisted men an opportunity to advance to the officer ranks. Test your knowledge of officer programs on the following quiz and decide if you have overlooked a chance to take a big step forward.

1. The Integration Program offers to outstanding junior enlisted men and women a commission in the:

- (a) Unrestricted line
- (b) Staff Corps
- (c) Medical Service Corps
- (d) Both (a) and (b)



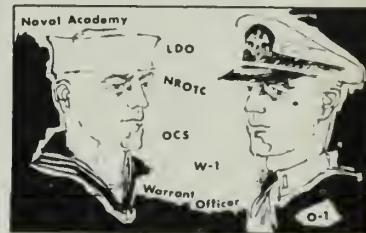
2. The primary enlisted-to-officer program at present is the newly reinstituted:

- (a) Limited duty officer program
- (b) NROTC
- (c) Warrant officer program
- (d) Direct appointment program

3. When applying for the Warrant Officer Program, a candidate may request a category which is not in his normal path of advancement True or False?

4. When the Limited Duty Officer program is reactivated in fiscal year 1969, all selections will be made from applicants who are serving as:

- (a) E-6 thru E-9
- (b) Commissioned warrant officers (W-2 and W-3)
- (c) Officer candidates
- (d) Both (a) and (b)



5. An enlisted man who is accepted as a regular student at the Naval Preparatory School, Bainbridge, Md., will compete for:

- (a) Direct appointment to a line commission
- (b) NROTC
- (c) OCS
- (d) A Naval Academy appointment

Answers to Quiz Aweigh may be found on page 64.

# THE BULLETIN BOARD

## Here's a Roundup on the Naval Academy and How to Qualify

**F**ATHERS. Your regular Navy career is a valuable asset to your college-age son. It may be his ticket to the Naval Academy.

The Secretary of the Navy, acting for the President, is authorized each year to appoint 75 sons of regular members of the armed services to the U. S. Naval Academy.

This is only one of many ways to obtain an appointment, but it might be an extra opportunity for many Navy dependents who do not receive an appointment from another source.

Dependents of Regular Navy officers and enlisted men are eligible. This is not restricted to officers' dependents, and the Navy urges interested sons of enlisted men to take advantage of the program.

It's never too early to start considering your son's prospects for the Naval Academy. In the first place, competition for the limited number of admissions each year is extremely keen. Only highly qualified individuals will be able to stand up to the competition.

If you haven't done so already, tell your son about the Naval Academy. In the end, it will be his own decision whether to apply.

The basic purpose of the Academy is, of course to educate and train selected young men for careers of leadership in the naval service. Graduates of the four-year course are awarded the Bachelor of Science degree and are commissioned in the U. S. Navy or Marine Corps. The Academy has earned a high reputation for its new curriculum.

Responsibility for direction of the Naval Academy is vested in the Superintendent. Currently in this job is Rear Admiral Draper L. Kauffman, USN.

A civilian academic dean heads the academic program. Officers and civilians in about equal numbers make up the faculty.

The basic curriculum approximates 140 semester hours. It consists of a *core curriculum* (about 85 per cent) devoted to basic courses in science, naval science, engineering, social sciences and the humanities, plus electives (about 15 per cent) in

the area of the midshipman's selected minor.

By validating previous college-level work and carrying extra electives, many midshipmen achieve a major. There are 23 minors and 21 majors offered, including: applied science, aerospace, mechanical engineering, applied and theoretical mathematics, management, oceanography, operations analysis, chemistry, physics, electrical science, systems engineering, history, literature, foreign affairs, politics, economics and six foreign languages.

**Military Program.** The Commandant of Midshipmen, a Navy captain, commands the 4000-man brigade of midshipmen. He and his staff develop its character; instill high ideals of duty, honor and loyalty; provide military indoctrination and physical development; and inculcate midshipmen with the high standards of leadership and performance required of an officer in the naval service.

**Summer Cruises.** Cruises in recent years have included visits to Northern Europe, the Mediterranean, South America and the Far East.

**Athletic Program.** Midshipmen compete against top-flight teams in 21 varsity sports. In addition, organized competition is provided in 24 intramural sports. Athletic facilities are extensive and modern.

**Leave and Privileges.** The three upper classes receive 30-day sum-

mer leaves. All midshipmen are granted two weeks of leave at Christmas, plus shorter leaves during the academic year. The number and extent of weekends, liberty and other privileges granted varies directly with a midshipman's seniority, responsibility and performance.

**Tuition.** Tuition, lodging, and a daily allowance for board are provided by the government. In addition, midshipmen receive \$147.30 per month for uniforms and personal needs.

**Qualifying Academically.** All candidates must have an acceptable scholastic record. There are two basic methods of qualifying academically. The majority of candidates qualify by presenting an acceptable secondary school certificate with at least 15 units of college preparatory subjects and with grades indicating college capability. Normally, standing in the top 40 per cent of one's class is necessary. In addition, recommendations of school officials must be acceptable.

Besides a good high school record, these candidates must score acceptably on College Board Tests—verbal and math aptitude tests, English composition and math achievement tests.

Non-competitive nominees of the Vice President, Congressmen, District Commissioners, the Governors of Puerto Rico and the Canal Zone, and sons of Medal of Honor winners may fulfill scholastic requirements for admission by submitting an acceptable secondary school certificate and an acceptable certificate for one year's attendance (not less than 24 semester hours) at an accredited college or junior college. Courses must include six hours of pure math and six hours of English or history. College Board Tests are required from these nominees for information purposes.

**Academic Preparation.** Statistically, about 80 per cent of all midshipmen come directly from high school. Sound academic preparation is essential. It is strongly recommended that secondary work include: at least three and preferably four years of

Charley Wise, HMCS, USN



"Schoonover just submitted a beneficial suggestion for a portable tool kit."



math; four years of English; two years of foreign language, preferably modern; and one year each of physics and chemistry.

**Physical Preparation.** Candidates accustomed to regular physical activity enhance their prospects in both the medical and physical aptitude examinations. Participation in organized athletics is recommended.

**Qualifying Medically and Physically.** Nominees must pass both a medical examination and a physical aptitude examination. For those in good health with good eyesight the examinations do not prove overly difficult. The visual standard is 20/20 uncorrected. Waiver may be granted to exceptional candidates with vision between 20/20 and 20/40 if correctable to 20/20. Preliminary examination by private physician is recommended to spot obviously disqualifying defects and to give applicants who have remediable defects time to correct these defects before reporting for qualifying examinations.

Height must be between 64 and 78 inches. Waiver up to 80 inches may be granted to exceptional candidates.

**Preparatory Scholarships.** A limited number of post-high school preparatory scholarships are available to highly motivated and qualified young men through the U. S. Naval Academy Foundation, Inc., 48 Maryland Ave., Annapolis, Md. The Foundation is a tax-exempt organization chartered under the laws of Maryland. It has no official connection with the U. S. Navy.

**Obtaining a Nomination.** It is necessary for a young man to obtain a nomination in order to be considered for appointment to the Naval Academy. The sources of nominations are described below. The applicant should study carefully the various sources to determine those through which he is eligible to apply. College Board test results taken for purposes of qualifying for the Naval Academy apply to all nominations a candidate may hold.

The types and sources of nominations are as follows:

- **Congressional:** Each Senator, each Representative, and the Resident Commissioner of Puerto Rico individually may have a maximum of five midshipmen attending the Naval Academy at any one time. The applicant should address his request directly to the official concerned. Eligibility for congressional nominations

is restricted by law to the two senators from an individual's home state and to the representative of the congressional district in which he lives.

- **Vice Presidential:** The Vice President may have a maximum of five midshipmen attending the Naval Academy at any one time. He may nominate candidates from the United States at large. A letter requesting nomination should be addressed directly to the Vice President.

- **District of Columbia:** The Commissioners of the District of Columbia may have a maximum of five

midshipmen attending the Naval Academy at any one time. Applications should be made directly to the Commissioners of the District.

- **The Governors of Puerto Rico and the Canal Zone:** Each of these officials may have one midshipman attending the Naval Academy at any one time.

- **The Governors of the Virgin Islands, Guam and American Samoa** may collectively have one midshipman attending the Naval Academy at any one time.

- **Presidential:** The President may

## WHAT'S IN A NAME

### NAMRUs—Naval Medical Research Units

NAMRUs (Naval Medical Research Units) are on the job in four locations in the world helping to fight disease. These are medical research units, which provide extensive assistance to medical authorities throughout the world.

Two overseas units—in Coiro, Egypt (United Arab Republic) and Taipei, Formosa—are on outgrowth of World War II research, since casualty records of that time from malaria and other tropical and subtropical diseases were almost as damaging to the Allies as was the enemy in China, Burma, India and the southwest Pacific theater.

NAMRU Two in Taipei primarily gathers information concerning various tropical and subtropical diseases. Many of these diseases are not even adequately described in western medical literature. Their "research search" has already made extensive contributions to Asian health.

New diagnostic techniques, promising vaccines and new methods for treating parasitic infections, eye infections and intestinal diseases have been developed.

Great strides have also been taken to control Japanese encephalitis (a form of sleeping sickness that causes damage to the brain).

To the millions of Asian people suffering from these lethal and weakening diseases, as well as many Americans abroad, NAMRU Two has become a symbol of progress.

The Navy's second overseas unit, NAMRU Three, is located adjacent to the 1500-bed Abbassio Fever Hospital in Coiro. Here, major research has been on the infections and parasitic diseases of the Middle East and North Africa. In this area, typhus, typhoid and parasitic infections are present.

In addition to studies conducted in and around Coiro, NAMRU Three field teams have researched throughout the Near East, northern Africa and southern Europe.

Both of these overseas units are staffed by Navy Medical and Medical Service Corps officers, enlisted hospital corpsmen, U. S. civil servants and local nationals, including many local physicians.

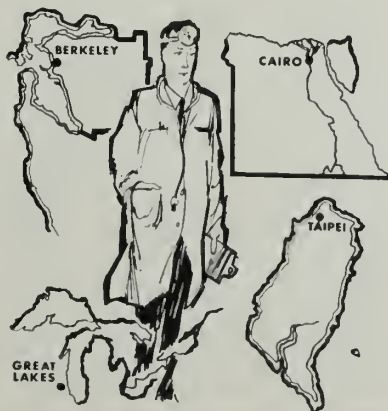
Stateside, the Navy operates medical research units in Berkeley, Calif., and Great Lakes, Ill.

NAMRU Four at Great Lakes is affiliated with the World Health Organization, the National Institute of Health, and the Universities of Chicago, Northwestern, Illinois, Michigan, and Wisconsin. It also works in cooperation with the Armed Forces Epidemiology Board, including the commissions on influenza, spinal meningitis and rheumatic fever.

The primary mission of NAMRU Four is to study the cause and develop treatment procedures for various respiratory diseases. Recruits and veteran naval personnel are tested to determine how a disease is passed from one individual to another. New ways are sought to control and prevent these diseases.

NAMRU One at Berkeley conducts research in the detection and identification of airborne diseases, and also works on cold weather stress on micro-organisms.

Contributions by the men of these four units have been significant in improving the health and welfare of peoples of many countries.



appoint 75 midshipmen each year. These appointments are limited by law to the sons and adopted sons of officers and enlisted personnel of the Regular Army, Navy, Air Force, Marine Corps and Coast Guard on active duty, retired, or deceased, but not discharged before retirement or death. Adopted sons to be eligible must have been adopted before their 15th birthday. The Secretary of the Navy is authorized to approve waivers of this policy where adoption proceedings had been initiated but the adoption had not occurred prior to the 15th birthday through circumstances beyond the control of the foster parents. Stepsons are not eligible. Applications should be addressed to the Chief of Naval Personnel, Pers-B66, Navy Department, Washington, D. C. 20370. (See box for sample letter of application.)

## • Regular Navy and Marine

William R. Maul, CTCA, USN



"But, then again . . . looking at it from this angle . . ."

**Corps:** The Secretary of the Navy may appoint 85 enlisted men of the Regular Navy and Marine Corps to the Naval Academy each year. These men must meet all of the entrance requirements and may not have passed their 21st birthday as of 1 July of

the year of entrance to the Academy.

Applicants must have enlisted in the Navy or Marine Corps on or before 1 July of the year preceding the desired date of entrance to the Academy. All applicants must attend the U. S. Naval Preparatory School in order to compete for these appointments. Since the selection of candidates for school begins in the spring, enlisted men who fulfill the age and service requirements should apply to their commanding officers as early in the year as possible. Recruits enlisted before 1 July are eligible and encouraged to apply for consideration for this program.

• **Naval Reserve and Marine Corps Reserve:** The Secretary of the Navy may appoint 85 enlisted men of the Naval Reserve and Marine Corp Reserve each year. These men must be qualified as to age and must have served in the Reserve for at least one year by 1 July of the year of entrance to the Naval Academy. In addition to all other normal requirements for appointment, these men must be on active duty, or must be members of a drilling unit of the Reserve by 1 July of the year prior to entering the Naval Academy. In addition they must be recommended by their commanding officers and have maintained efficiency in drill attendance with their reserve units.

Midshipmen USNR of the Regular NROTC Program and members of the Aviation Cadet Program are not eligible for appointment under this quota.

For further information about enrollment in the Naval Reserve or Marine Corps Reserve, applicants should apply to their commanding officers or to the nearest Navy or Marine Corps Recruiting Station.

• **Sons of Deceased Veterans:** The President may have a maximum of 40 midshipmen who are sons of deceased veterans attending the Naval Academy at any one time.

Eligibility for nomination under this quota is confined to sons of members of the Armed Forces of the United States who were killed in action or died of wounds or injuries received, or disease contracted, or pre-existing injury or disease aggravated in active service during (1) World War I, World War II, or (2) the Korean conflict.

• **Honor Naval and Military Schools:** The Secretary of the Navy

## Check-Off List for Letter of Application to USNA

Your son's letter of request for a nomination to the Naval Academy should be addressed to the appropriate source, as outlined in the accompanying article.

Following is a sample of the type of information which should be included in the letter.

If addressed to a member of Congress, the first paragraph should state:

"It is my desire to attend the United States Naval Academy and to make the United States Navy my career. I respectfully request that I be considered as one of your nominees for the class that enters the Academy in (June 1967)."

Include the following personal data for information:

Name (as recorded on birth certificate); Address (city, county, state); name of parents; date of birth; high school attended; date of high school graduation; and approximate grade average.

In addition, enclose a transcript of high school work completed, and a list of extracurricular activities pursued during high school.

In requesting a Presidential nomination from the Secretary of the Navy, the letter of application should be addressed to the Chief of Naval Personnel, Pers-B66,

Navy Department, Washington, D. C. 20370. The following information should be included:

Name as shown on birth certificate (if different from name used, attach a copy of court order, if applicable); address (permanent and temporary); date of birth (spell out month); date of high school graduation; if a previous candidate, list year; if a member of the military, list rank, serial number, component, branch of service and organizational address.

Provide the following information on parent: Name, rank, serial number, component and branch of service; organizational address; retired or deceased (give date and attach copy of retirement orders or casualty report). If parent is officer, attach statement of service prepared by personnel officer specifying Regular or Reserve status for all periods of service. If parent is enlisted, attach statement prepared by personnel officer listing date of enlistment, date of expiration of enlistment, component and branch of service.

Further information on letters of application is contained in the current United States Naval Academy Catalogue, available at all naval establishments.



may appoint annually 10 honor graduates of educational institutions designated as honor schools by the Department of the Army, Navy and Air Force. Each such school may nominate three honor graduates to compete for the 10 appointments. Included in the three may be students who are expected to be honor graduates in June of year in which the examinations will be held. However, these nominees will not be considered for appointment unless they subsequently fulfill the requirements enabling them to be honor graduates.

- **Naval Reserve Officers Training Corps** (contract students only): The Secretary of the Navy may appoint 10 midshipmen annually from among members of the Naval Reserve Officers Training Corps. Three candidates may be nominated each year by the president of each educational institution in which an NROTC unit is established. Each candidate must be a regularly enrolled contract student in the NROTC and must have completed one year of scholastic work in the Corps at the time of entrance to the Naval Academy. Students should request a nomination from their Professor of Naval Science.

- **Sons of Medal of Honor Winners:** The sons of persons awarded the Medal of Honor may be appointed, provided they are in all other respects qualified. No recommendation or endorsement from any other source is required. Applications for these appointments should be addressed to the Chief of Naval Personnel, Pers-B66, Navy Department, Washington, D. C. 20370.

- **Qualified Alternates and Competitors.** The Secretary of the Navy is authorized to appoint 150 qualified congressional alternates. These appointments are awarded to the best qualified alternate nominees as recommended by the Academic Board of the Naval Academy.

Additional appointments from qualified alternates and competitors may be made by the Secretary to bring the Brigade of Midshipmen to its authorized strength. If these additional appointments are necessary, at least 75 per cent must be selected from congressional nominees. The qualifications of all qualified alternate and competitive candidates will be carefully evaluated.

A candidate is advised to apply

Charley Wise, HMCS, USN



"This back to the drawing board business is getting on my nerves."

early for nomination. If seeking a congressional nomination, it is most important to apply early, preferably during the spring of the junior year in high school. Senators and Representatives may be expected to submit the names of their nominees between 1 Jul 1966 and 31 Jan 1967 for the class entering in June 1967. A ma-

jority will make their selections for nomination early in this period. It is, of course, too late to apply after the Congressman has selected his quota of nominees. In any case, all nominations from all sources must be received by 31 Jan 1967 for the class entering in June 1967.

Further general and specific information about the Naval Academy is available at every naval command.

## Now, On to the Next 1000

When a whirlybird from Helicopter Squadron Four touched down on the flight deck of the command ship USS Wright (CC 2), it marked the 1000th landing since the ship was commissioned back in May 1963.

It was quite an event for Wright. The ship's saluting battery test-fired two salvos as the UH2 helo touched down. And as the pilot and copilot stepped out of the cockpit, congratulations became the order of the day.

In further recognition for everyone concerned with the landing, traditional cake-cutting ceremonies were held in the wardroom and in the crew's mess.

## NOW HERE'S THIS

### Air is Rare at Pax

Conscientious aviators have certain chores they must perform periodically if they are to remain qualified. At least once every two years, for instance, most pilots and crewmen take a simulated soar in one of the Navy's many high altitude pressure test chambers.

Aviation being a popular and important field, most pressure chambers and their adjacent classrooms manage to keep busy. The facility at

Patuxent River, Md., for instance, serves about 1000 men each year.

A trip through the chamber has two purposes. The aviators refresh their memories during class periods and later, in the chamber itself, re-experience the telltale symptoms of hypoxia, hyperventilation and decompression illness.

Before the aviators enter the Pax River pressure chamber they attend a morning of formal classwork. One lecture elaborates on the procedures a pilot should follow if he has a loss of cabin pressure at high altitude. Another class, taught by a chief hospitalmon, explains how the chamber works, with special emphasis on the safety precautions.

Men who have head colds or sinus trouble are warned to renege while the renegeing is good. Extremely low pressures experienced in the chamber can rupture sinuses or eardrums in such cases.

By afternoon the students are ready for the chamber. Oxygen masks are checked for fit, and the air is pumped from the room to simulate high altitudes. When it's all over the aviators leave the facility considerably more aware of the problems, dangers and necessary precautions of high altitude flight.



# LETTERS TO THE EDITOR

## Involuntary Extension

SIR: My unit has been authorized to advance a number of men who do not have sufficient obligated service—unless the involuntary extension may be counted.

As a case in point, there is an EM3 who is authorized for advancement to EM2 effective 16 Dec 1965. His present expiration of active obligated service is 28 Oct 1966—unless he may count the involuntary four-month extension. In the latter case he would be obligated for more than one year after making second class, so he would not have to extend.

What's the word?—A. R. K., YN1, USN.

• As history indicates, involuntary extensions are extremely "iffy." There's no assurance that the extension will not be cancelled.

Since the entire point of requiring obligated service for advancement is to guarantee (within reason) that the man being advanced will remain in the service for the required time, involuntary extensions may not be counted.

Your EM3 in question must agree to extend for two months if he is to be promoted. This, of course, raises the question of what will happen if he is

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

then involuntarily extended. In this case, according to the pertinent directives, he would be allowed to serve the voluntary and two months of the involuntary extension concurrently.

He then would be involuntarily extended for an additional two months in order that he serves a total of four months beyond normal EAOS.—Ed.

## Eligibility Requirements

SIR: There is confusion in my squadron concerning eligibility requirements for advancement in the ADJ, ADR, AME, AMH and AMS ratings. Some of us have completed the old AD or AM courses and we are wondering if this is enough or is it necessary for a man to complete (as applicable) the new ADJ, ADR, AME, AMH or AMS courses be-

fore he can be advanced?

I maintain the old AD and AM courses don't fulfill the requirements and that it is necessary to do the courses listed as mandatory for the ADJ, ADR, AME, AMH and AMS ratings. Am I right?—V. R. M., PN1, USN.

• Whether or not a man must complete the latest published course in addition to any he may have finished earlier is left to the discretion of local commands. The Navy feels they can best decide if it is feasible for a man to complete the new course and whether or not he is adequately prepared for the examination without the new course.

BuPers directive requires that a man take only the mandatory courses which are current at the time. This technically releases him from any obligation to take courses which subsequently become mandatory.

Most well-informed sailors, however, know that examinations are based upon information from books listed in the current "Training Publications for Advancement in Rating." (NavPers 10052 series). For this reason, the Chief of Naval Personnel recommends the latest editions of prescribed study materials be used in preparing for advancement exams and naval commands are urged in every directive relating to advancement to see that their men are as well prepared for the advancement exams as is possible.

Therefore, although the rules make you responsible for the courses which are mandatory when you take them, you would be smart to keep up with the latest word.—Ed.

## Medal of Honor

SIR: A hotly debated, financially-backed difference of opinion has erupted here with reference to our nation's highest military decoration.

The key issue is the correct and official title of this medal: is it the Medal of Honor or the Congressional Medal of Honor?

After researching SecNav 1650, U. S. Naval Uniform Regulations, The Bluejacket's Manual and a host of non-service publications the difference of opinion is still unresolved.

We need the word of an absolute authority.—L. E. C., PH3, USN.

• We know this'll break someone's heart, but the correct and official title is "Medal of Honor."

Not that ALL HANDS is setting itself up as the authority on such matters. Our information came from the Medals and Awards Branch of BuPers.

The decoration was once called the

**SUPER GUPPY**, claiming title of "World's Largest Aircraft," underwent loading exercises at NAS Los Alamitos, Calif. Modified Stratocruiser's fuselage has cubic displacement of 49,790 feet, or five times that of today's jet transports. Exercises trained crews in loading Saturn S-1VB rocket for transport under NASA contract.





Congressional Medal of Honor, since it is awarded by the President in the name of Congress. In 1944, however, the Secretaries of the Army and Navy and officials of the White House agreed to use the shorter title.—Ed.

### Inactive Seavey No Such Thing

Sir: Here's my question: A Navyman receives a set of Seavey orders which he does not desire and therefore does not extend his enlistment. He is put on inactive Seavey; may he later extend for orders more to his liking?—L. E., YNC, USN.

• It looks as if you are a little confused. Perhaps we'd best begin at the beginning.

There is no such animal as inactive Seavey, and hasn't been since A-65. If a Navyman has enough active duty to be included in Seavey, he can be transferred—must be transferred—regardless of how much time remains when he actually receives his orders.

The only exception is when obligated service requirements are written on the orders (such as for instructor duty, recruiting duty, or overseas duty).

If this is the case, and the man refuses to extend, he will not be removed from Seavey. Instead, he will be considered for orders which do not have an obligated service stipulation.—Ed.

### Our Friend Will Know the Answer

Sir: In reference to a letter in the December 1965 issue regarding the origin of "Golden Shellbacks," there is probably only one person in the world who could give us the straight scoop—our old friend Captain Mossbottom.

In 1929, while serving aboard the submarine USS S-36 on the Asiatic Station, we put into the Cavite Navy Yard for overhaul. The then Lieutenant Mossbottom was on the staff of the commandant of the 16th Naval District. This LT Mossbottom (whom we called Barnaclebottom at the time) would come around the submarine at night to get a cup of coffee.

We never did determine exactly what his job was on the staff, but one of his duties was to see that no coconuts fell near the admiral's house during the night. Neither could we pin him down as to just when he came into the Navy, but he sure knew a lot about naval history. He would recite every detail of every naval battle in which a U. S. ship had been engaged. He also told us about taking pictures of the tunnel between Gibraltar and Morocco, using a camera mounted in the head of a walking cane.

Sometimes—when we really got into the spirit of things—he would get started telling us about the old Navy and keep going until there were no more refreshments. It seemed there was nothing he didn't know about the Navy, so why not consult the ultimate source to solve this puzzle about Golden



**SURROUNDED CRUISER**—USS Newport News (CA 148) is framed by the walls of Morro Castle at San Juan, Puerto Rico, during recent Caribbean Sea cruise.

Shellbacks?—W. J. Swaney, MMCL, USN (Retired)

• Thanks for your advice, with which we concur. Unfortunately, there is no direct line of communication open to Captain Mossbottom in his retirement, so we have done the next best thing. We scribbled our message on a dittybag, tied this to a bell buoy with clothes stops, and set the clanging appeal loose in the Gulf Stream. Now we must wait and see what happens.—Ed.

### Brown Shoe Question

Sir: Being recently commissioned, I am uncertain as to the status of black shoes as a uniform item. Since the summer of 1963 all officer candidates and midshipmen at OCS, ROTC campuses and the Naval Academy have worn black shoes with khakis. Brown shoes are no longer a part of their initial clothing issue.

Yet, in all other instances in the Navy, black shoes are worn with khakis only when in a transient or TAD status. *Uniform Regs* bears this out. Why the inconsistency?—W. B. K., ENS, USN.

• Brown shoes and khaki socks were eliminated from clothing issue of midshipmen, naval cadets and officer candidates when they were stricken from the federal supply system inventory. This was an economy measure. As a result, these prospective officers wear black shoes and black socks with khakis.

However, there has been no change to uniform regulations on this point. All officers and chief petty officers are required to wear brown shoes, which they purchase themselves, with khakis. Apparently this is where the confusion lies.

As you state, article 0126.12 of "Uniform Regulations" gives officers and CPOs the option of wearing black shoes and black socks with the khaki uniform while traveling on TAD only. This is strictly a convenience measure which saves carrying both black and brown shoes in certain instances.—Ed.

**LONG VIEW** shows USS Kamehameha at launching ceremony. Submarine is now training Blue and Gold crews.







**HONORMAN**—Walter R. Lowry, FA, is presented plaque as honorman of new 8-week damage control course.

### **Ships' Age and Obsolescence**

**SIR:** I have been reading about the U. S. Navy in a recent edition of a commercially published book on warships. It stated that although the United States has the largest fleet in history, it is largely composed of "war-built tonnage" and "looking a few years hence, the time will soon come when dozens of aircraft carriers and cruisers and literally hundreds of destroyers, destroyer escorts, submarines and fleet minesweepers will have reached the end of their useful lives."

Does this imply that the greater part of the U. S. Navy is rapidly becoming obsolete?—H. H.

• *Not necessarily. Other factors enter into the picture.*

*Granted, the Fleet is aging. On 31*

*December of last year 27 per cent of the Navy's active warships and 61.3 per cent of the active Fleet were over 20 years old. It is a common assumption that most ocean-going ships have a useful life of approximately 20 years—after that, wear, corrosion and fatigue might be expected to result in loss of satisfactory reliability and safety.*

*This assumption, however, fails to take into account the extension of useful life through modernization, on one hand, and conversion on the other.*

*The problem of aging in a ship, for instance, may be solved by modernization, such as the destroyer FRAM program. Many destroyers which would otherwise be nearing obsolescence have been given new superstructures and equipped with Dash and Asroc, making them among the world's most modern ASW vessels. USS Lexington (CVS 16) was built during World War II, but can hardly be considered outdated, since she has since been equipped with a canted deck, steam catapults, a modern landing system and other improvements. USS Proteus (AS 19), now 24 years of age, has received an extra midsection and is now a Polaris submarine tender . . . hardly obsolete.*

*Eventually, of course and despite modernization, technological advances may cause a ship to become unfit for her original mission. In that case conversion and/or reassignment may be in order. USS Lexington, for instance, though modern, is a little on the small side for the faster, higher performance aircraft in the Fleet today. She was redesignated a support carrier and is quite adequate as a training ship for the Naval Air Training Command. USS Wright (CC2) is another example. Originally a CVL, she has been converted to an ultramodern communications*



**HERO'S SMILE**—CDR Warren W. Erikson, USS Zellars CO, won Bronze Star Medal as advisor in Vietnam.

*command ship (see "Command ship—A New Concept," ALL HANDS, February 1964).—Ed.*

### **Is Blue Bullnose Red?**

**SIR:** Read with interest the item in your February issue concerning a blue bullnose (Letters to the Editor, page 56), for we, too, are now seeking the authority to paint the bullnose upon crossing the Antarctic Circle. One slight difference however. Ours is now red.

Since that memorable occasion when we had a painting party, there has been a great deal of conjecture on board. Many old salts uphold that the bullnose should be painted blue. Others maintain that the bullnose is painted blue upon crossing the Arctic Circle and red when crossing the Antarctic Circle.

All of a sudden I find that there is nothing in print to back up either contention. What next, coach?—R. C. S., LCDR, USN.

• *Hang on to our shirt thru the middle on three. We're going back to the Fleet with this one.—Ed.*

### **Boat Captain NEC**

**SIR:** In the January edition, ALL HANDS listed a number of new NECs. I am interested in NEC BM-0166, high speed boat craft captain. According to your article, the NEC may be held by BMs, QMs and SMs.

My unit has not yet received any information on the new job codes. Could you give me information on the boat captain code, including availability of and qualifications for schooling? J. R. C., QM2, USN.

• *The NEC, as we said, applies to BMs, QMs and SMs. At present, there is no formal school and the NEC is assigned only to men designated by boat division commanders or by con-*





## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• **American Battleship Association**—The third annual reunion will be held at the U. S. Grant Hotel, San Diego, Calif., on 28-31 July. For more details, write to David C. Graham, P. O. Box 11199, San Diego, Calif. 92111.

• **uss Herndon (DD 638)**—A reunion is now being planned. For information, write to Angus Schmelz, 35 Henry St., Succasunna, N. J. 07876.

• **uss Hornet (CV 12 and CV 8)**—The 18th annual reunion is scheduled

for 25 June in Annapolis, Md. Write to Curtis A. Myers, P. O. Box 628, Annapolis, Md. 21401.

• **uss Philadelphia (CL 41)**—The third annual reunion will be held 11-13 August at the Midtown Holiday Inn, Philadelphia, Pa. For further information, write to Frank J. Amaroson, 93 Dunbar St., Somerset, N. J. 08873.

• **uss Picking (DD 865)**—A reunion of World War II shipmates is scheduled for 8-10 July at the Pick Roosevelt Hotel, Pittsburgh, Pa. For details, write to Ralph Reitmeyer, 537 East Garden Rd., Pittsburgh, Pa. 15227.

• **uss Toledo (CA 133)**—A reunion is planned for 27 October. Write to E. F. Beafmear, 4855 Harlem Rd., New Albany, Ohio 43054.

• **Seabee Veterans of America**—A reunion is scheduled for 18-21 August at the Ilikai Hotel, Honolulu, Hawaii.

For details, write to Earle E. Daniels, P. O. Box 1026, Kaneohe, Hawaii 96741.

• **52nd Seabees, 519 CBMU**—The 20th annual reunion is scheduled for 23-24 September at the Hotel Deauville, Atlantic City, N. J. For more information, write to James Greenwood, RR 1, Box 226, Forked River, N. J. 08731.

• **302nd Seabees**—The 19th reunion is slated for 16-17 July at the Hotel Penn Stroud, Stroudsburg, Pa. For details, write to Martin A. Lowe, 8441 Bayard St., Philadelphia, Pa. 19150.

• **VF 86 and VBF 86**—A reunion for members who served in **uss Antietam (CV 36)** during World War II is being planned for this summer. Write to LCDR Charles M. Walters, P. O. Box 1486, Newport Beach, Calif.

trolling unit commanders.

To qualify, you must learn to operate high speed craft of the LCR type, at speeds in excess of 30 knots, in the performance of clandestine type operations. This includes restricted and river warfare tactics, torpedo evolutions and swimmer support.

By this time your command probably has received the new "Manual of Navy Enlisted Classifications" (NavPers 15105J, February 1966) which contains further information on this NEC.—ED.

### Name Tags and Uniform Regs

SIR: I have a question or two concerning name tags. Despite Article 1158 of Uniform Regulations and an article

in **ALL HANDS** magazine several years ago which outlined the use of name tags, as well as a recent cartoon in **ALL HANDS** satirizing their use, I continue to see commands which require the regular, daily wearing of name tags by everyone.

These tags appear in different color combinations and are decorated with insignia or wording other than the wearer's name. All this makes me wonder if there has been some recent change in the Navy's policy concerning the design and wearing of these items. What do the uniform experts have to say?—J. W. B., CDR, USN.

• *There has been no change. Article 1158 of "U. S. Navy Uniform Regulations" (1959) still outlines the Navy's*

policy with regard to wearing name tags.

According to "Uniform Regs," the tags may be worn at the discretion of commanding officers by participants in conferences, seminars and other such gatherings where some method of easy identification is desirable.

The regulations specifically state that the tags shall be worn only while in actual attendance at such a meeting or while performing such duty. In such cases they are very helpful.

The regulation is also very specific concerning the color (non-lustrous jet black) and the wording (last name only).

It would appear from your comments that some Naxymen are out of uniform according to the uniform experts.—ED

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# TAFFRAIL TALK

**T**RAVEL AGENTS have a language all their own, so seductive that, in trade parlance, even your own back yard becomes "an enchanting, luxurious setting, where you feel the cool caress of balmy trade winds whispering through sheltering palms."

Funny part about this sort of lingo, is that it accomplishes its aim. Such wording of advertisements so entices holiday-bound Americans that recently a group of 50 tourists were tempted to vacation at, of all the improbable places you can imagine, Antarctica. And, in spite of the many difficulties their passage presented, in spite of the inhospitable nature of this region on the globe, in spite of the drastic storms, sunless skies, ferocious killer whales, vicious sea leopards and other types of creatures, they actually enjoyed themselves.

The non-Navy participants, as reported in the *New York Times* by Mary P. Goodwin, ranged in age from 23 to 86.

The one-month cruise aboard an Argentine liner, which was escorted by an Argentine navy tug, rounded Cape Horn, crossed Drake Passage which is, by reputation, the roughest water in the world, and continued through Bransfield Strait to the top of the Antarctic Peninsula, with stopovers at Smith, King George, Livingston and Deception Islands.

Enroute, the adventurous travelers encountered icebergs to port and starboard, observed chinstrap penguins, a crab-eater seal dozing on a floe, and sighted three killer whales. At one point, pack ice halted their southward progress causing the cruise ship's skipper to reverse course discreetly. Any one of the party who might previously have held some skepticism regarding the travel agent's *précis* of the wonders to behold at bottom-of-the-world latitudes was, by this time, a believer.

Other novel experiences included watching distant pack ice move with the wind while icebergs moved on an opposite current; spoiling the morning nap of a bull sea elephant and watching, fascinated, as he defended his family; and learning to recognize a penguin rookery from far off by "an odor akin to that of a vast barnyard of chickens feeding on fish." The vacationers visited scientific stations ashore and observed some of the work in progress.

The trip provided constant stimulation and a feast of new information for most on board, and credit, in great part, no doubt goes to the travel agent who so successfully conditioned these tourists' minds.

★ ★ ★

A recent item in the *MCB Six Log* caught our eye and brought to mind the Antarctic tourists, who do not maintain a routine view of the world in which they live and cater to their sensitivities. We quote a portion of the piece herewith, leaving you to fill in the blanks:

"If you are bound for - - - -, it is for the deeply serious business of helping a brave nation repel communist invasion. This is your official job and it is a vital one.

"The dangers of ambush and raid will make sightseeing impossible in some places, but when security permits, be sure to see something of the lovely country you are visiting and get acquainted with the charming and courageous people who call - - - - home."

The country referred to is, of course, South Vietnam, and for our money that's a pretty fair pitch.

*The All Hands Staff*

## The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible.

● **AT RIGHT: FIRE WORKS**—Colorful explosion results as a magnesium bomb is dropped into a magnesium fire by instructors at the Fleet Training Center Fire Fighting School, U. S. Naval Station, San Diego, Calif.—Photo by Jeffrey L. Black, PH3, USN

### Answers to Quiz Aweigh

Quiz Aweigh may be found on page 55.

1. (d) Both (a) and (b).
2. (c) Warrant officer program.
3. True; however, competition is unusually keen when applying out of the normal path of advancement.
4. (b) Commissioned warrant officers (W-2 and W-3).
5. (d) A Naval Academy appointment.





**THE SERVICE FORCE...**



**...A VITAL LINK IN THE  
SEAPOWER CHAIN**



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# ALL HANDS



THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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for 10 readers. All should  
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JUNE 1966







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JUNE 1966

Nav-Pers-O

NUMBER 593

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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John A. Oudine, Editor

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Don Addor, Layout & Art  
Ann Hanabury, Research  
Gerald Wolff, Reserve

• **FRONT COVER:** HELLO DOLLY—Crewmember of guided missile frigate USS King (DLG 10) greets his daughter pier-side. King returned to her home port of Long Beach, Calif., after seven months with the Seventh Fleet, operating in waters off coast of Vietnam.—Photo by R. D. Moeser, JOC, USN.

• **AT LEFT:** NEW CREW MEMBER Airman Apprentice William D. Pine, USN, takes a look at the Big 'O' before reporting aboard. Attack aircraft carrier USS Oriskany (CVA 34) rests in her home port at San Diego after 256 days and 12,000 combat missions in Vietnam.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.





MOVING—Baggage is tagged at Port Call. Rt: Navyman and his family wait for flight to next duty station.

# 'Port Call'—Here's How

**M**ATHEMATICIANS SAY the shortest distance between two points is a straight line. This may be true but, when traveling between these two points, the formula isn't quite so simple. Especially when one point is in the continental United States and the other is somewhere in the Pacific.

Throw in a couple of naval stations as intermediate reporting activities along with the fact that the traveler isn't sure how (or when) he'll be transported to his next duty station, and the mathematical formula becomes somewhat more complicated.

Now, to simplify the transportation phase of transferring its people, the Navy has established what is called the "Port Call" system. Perhaps you have had the good fortune to experience it firsthand.

Moving still means upheaval, of course, but the Port Call aims to ease not only the paperwork, but also to look out for you and your dependents as much as possible.

**U**NDER THE Port Call system, receiving stations, with their inconvenient layovers, have been eliminated. You are booked for passage from the West Coast to your

new duty station before your actual transfer date. This includes the married Navyman's family too, if concurrent travel is authorized.

Your standard transfer orders should now include your point of embarkation, reporting time and flight number, or boarding instruc-

## On-the-Scene Report

**A**LL HANDS has pointed out on numerous occasions in the past that U.S. Navy men are among the most traveled people in the world. As such, it behooves them and their dependents to know at least the rudiments of the Navy's Port Call system as well as other facets of government travel.

Here is a rundown on how it is done at San Francisco's Port of Embarkation. Needless to say, similar procedures are followed at other ports of embarkation on the west coast as well as at those funneling naval personnel and their dependents to overseas duty stations from POEs on the Atlantic coast.

This article is an on-the-scene report from the San Francisco Port Call Office itself. For additional information check the pamphlet entitled "Overseas Transportation Information for Navy Personnel."

tions if you are traveling by ship.

Booking passage to the Pacific area for Navy people, including civilian employees, is the job of the Twelfth Naval District Passenger Transportation Office (DPTO) in Oakland, Calif. (Passage to Alaska is booked through 13ND and BuPers (Pers B-31) handles Atlantic traffic.)

Pacific-bound Marines are booked at the Marine Barracks, Treasure Island, San Francisco, and Coast Guardsmen through their district headquarters in Alameda.

The Navy's DPTO offices, located at the Naval Supply Center, Oakland, are staffed with a naval officer as director, a civilian deputy director, a senior chief petty officer as transportation officer, and some 25 enlisted men and civilian employees. They book their passengers on both military and commercial ships and planes.

Under the Port Call system, work begins on your transportation problems almost as soon as you receive orders to a deployed ship or an overseas command. When your personnel office receives an assignment card ordering you to Pacific duty, you are interviewed to determine leave requirements, dependency status and transfer date.





OFF THEY GO—Navyman and family (rt.) board MAC flight for Pacific. Below: Ship travelers process for their voyage.

# You Go

**T**HIS INFORMATION is submitted as a "Port Call request" as soon as possible so that space can be reserved as close as possible to the date you wish to travel. Your leave may be cut short by three days or extended five days in order to start your travel as near as possible to the date you requested.

If you are married and concurrent travel is authorized, four copies of Request for Transportation for Dependents (DD884) are submitted with four copies of your orders.

Besides entering the information on your family on the DD884 form, you must specify the type of transportation you desire. If needed, a request for your dependents' entry is sent by your command to the area commander of your new duty station.

When the Port Call request is received by DPTO, it is checked and a flight or ship is assigned for the date you are available to travel. At present, single and unaccompanied men travel by air only.

Your personnel office is then notified of the assigned transportation, date and time you report, and the place of embarkation. It is important for you to obtain a Military Transportation Authorization (MTA) from your command before depart-



AIR AND SEA—Passengers head for plane and (rt.) dependents board ship.





**PROCESSING** takes lot of work but Navy traveler proceeds with minimum delay.

ing, because MAC cannot provide a flight without this form and you will not be able to obtain it at Travis Air Force Base.

Upon receipt of your Request for Transportation for Dependents in DPTO, your family is booked tentatively on or about the date specified in the form. The family is then mailed an Information Record Card, authorization for no-fee passports and other items pertinent to the booking.

When the Information Record Card is returned to the DPTO, it is scanned for possible change in preferred mode of travel and date transportation is desired.

**T**HE FAMILY isn't ready for travel yet, however. Family travel is cleared only when a DPTO file on it is complete. A complete file contains: DD884s, copies of orders, entry approval from the area commander (except Hawaii), passports (except Hawaii and Midway) and the returned Information Record Card.

Then, when the file is complete, DPTO forwards a final offer of transportation to the family. Only upon return of an acceptance of the offer will the family be firmly booked.

There is no further contact between DPTO and passengers traveling by air. Most air travel is performed on MAC aircraft (contracted commercial jets) from Travis Air

Force Base, some 50 miles from San Francisco. You can get to Travis by bus direct from San Francisco International Airport, downtown San Francisco, Oakland International Airport or Oakland Army Base.

The bus delivers you directly to the MAC terminal. Then, two to six hours before flight time, you report to the passenger service counter for processing.

Anyone reporting less than two hours before his flight will not be processed. He will be put on a standby list and remain at the terminal until another space becomes available. This can be a real hardship if your family is traveling with you.

The baggage allowance for MAC flights is 66 pounds for officers and enlisted men unless additional weight allowance is specified in their orders. Family baggage is limited to 66 pounds for each person. These weights include hand-carried items also. Plastic clothes bags and cardboard boxes will not be accepted as baggage and under no circumstances will any pets be carried by MAC aircraft.

**A**CTIVE DUTY military personnel must travel in their class "A" uniform. It is suggested that wives wear a suit or tailored dress. Full-length slacks are authorized, but they become uncomfortable at such places as Hawaii and Wake Island.

When military transportation is

not available, passengers are assigned travel by commercial aircraft. In this case, they report to the assigned airline passenger service center one hour before departure time. Families must have their passports and immunization cards up to date before reporting.

Commercial airlines do carry pets, but all arrangements must be made and all charges borne by the traveler. Pets are not carried on military aircraft nor on MAC contracted commercial aircraft.

When traveling by military ship, you and your family report to the DPTO in Building 222, Naval Supply Center, Oakland, on the day of sailing. Here your wife fills out a pre-embarkation certificate; families with children are interviewed by a doctor; required immunizations are given (immunization cards should be up to date before reporting); and cabin baggage is checked.

Baggage allowance for surface travel varies with your rank: Admiral, 800 pounds; captains, commanders, lieutenant commanders and warrant officers (W-4), 600 pounds; lieutenants, lieutenants (jg), ensigns and warrant officers (W-3, W-2, W-1), 400 pounds; and petty officers, 350 pounds.

Each member of your family, 12 years of age or older, is authorized 350 pounds; children under 12 are limited to 175 pounds of baggage.

These allowances, both military and dependent, are for hold baggage only and do not include cabin baggage. Cabin baggage is limited to two suitcases for each adult and one suitcase for each minor child.

Should you end up with more than the authorized amount of baggage, the excess can be shipped as household goods and will be charged against your total allowance for the transfer. The supply center's household goods section is in the same building as the DPTO.

If you ship your hold baggage commercially, it should be consigned to Transportation Officer, MOTBA, Building One, Oakland Army Base, Oakland, Calif. Shipped goods should be clearly marked "hold baggage" with your name, home address, sailing date, ship, and ultimate destination. Make sure commercial charges are prepaid, and never ship cabin baggage with hold baggage.

**E**NLISTED MEN are required to wear their uniform for embarkation and debarkation, but while the ship is



underway appropriate civilian dress may be worn. Sport clothes in daytime and either your uniform or coat and tie for the evening meal are considered appropriate. Officers may wear civilian clothing at all times except when debarking.

Suggested wear for women is a semitailored type suit or dress, with low-heeled shoes. Full-length slacks are the most practical attire on the windy decks, but may not be worn for the evening meal. No formal attire is required of anyone on a military transport.

Pets (dogs, cats and birds) may be carried on MSTs ships, but the expense, inconveniences and restrictions involved in their transportation and entry into certain overseas areas should be carefully weighed.

The only charges for dependents of officers and enlisted men of all grades are for meals and an occasional nominal charge for laundry. Meal charges for adults run from \$7.20 to \$28.10 depending on the area to which you are traveling. Meal charges for children under six are \$3.60 to \$14.05. There is no charge for infants under one year old.

All MSTs ships carry a supply of baby food. However, all formulas are not available.

**A** LIMITED NUMBER of passengers are assigned travel via commercial ships. This requires you to report directly to the shipping line two hours before sailing time. As in traveling by commercial aircraft, you must ensure that passports are in order and immunization and other requirements have been met.

If you are going to have your car

**ON THE JOB**—A yeoman working at Port Call station books a passenger for transportation on day requested.



**ON THE LINE**—Navy and other service personnel wait for flight at Travis AFB.

shipped overseas, most of the paperwork should be done at your home command. Then when you get to the Bay Area, make arrangements to turn your car in at Building 222E, Naval Supply Center, Oakland.

The only items you can ship in your car are automobile tools, jack, spare tire, etc. If you will be traveling by ship, you should turn the car in the day before you sail.

For those who don't have orders overseas, but plan to take leave in the Pacific area, there is a very limited amount of space-available transportation. This travel is authorized for both active duty and retired servicemen and their families. Travel is performed on MAC aircraft and MSTs ships.

When requesting space available surface travel, you should apply early enough to allow your name to move up on the waiting list. You will be notified approximately five days in advance of sailing when space is available. You will be processed in the same manner as space required passengers.

If you want to travel space available by air, simply go to the air terminal handling travel to the area you desire (Travis AFB for Pacific area), present your ID card, retirement orders, immunization card, passport, and visas if applicable, place your name on the waiting list, and stand by for a call.

All flights are closed out two hours before flight time and any remaining seats are assigned to space available travelers. Therefore, you

must be ready to go at the time you place your name on the list. Baggage limitations, travel requirements and processing are the same as for personnel under orders.

Dependents desiring to travel on a space available basis must be accompanied by their sponsor who, in turn, must be in a leave status.

**B**OOKING PASSENGERS is the primary function of the DPTO but, recognizing the inherent problems in a military transfer, they offer some additional services.

A transportation representative is present in the passenger terminal during all sailings and arrivals when dependents are involved. He is there to assist anyone with questions or problems concerning transportation.

A hospital corpsman is at the DPTO during normal working hours, and will administer immunizations for overseas travel to those passengers whose immunization cards are not up to date. On sailing days, a doctor is also available.

An overseas library for areas of the Pacific and transient mail facilities are also available at the DPTO.

The Port Call system hasn't solved all of the problems involved in a military transfer, nor has it reduced travel arrangements to a mathematical formula. But it has made things a lot easier for the man under orders. No more receiving stations and no more wondering how or when you will get to your new duty station.

—T. W. Walton, JO2, USN

# Don't Make a Move—

**M**ORE NAVYMEN move during the summer months than at any other time of the year, and another summer will soon be upon us. Last year, the normal transfer of families and the increased rotation of people to and from Vietnam, in addition to limited commercial moving industry facilities hampered by maritime strikes, combined to make the year the most critical in the moving industry's history. This coming summer is expected to be just as busy.

Therefore, if you are in receipt of orders or are expecting to be transferred this summer, it is recommended that you read and note the following items, to insure that you understand the factors affecting your move, and that you do all you can to assist in making your move a satisfactory one.

The Bureau of Supplies and Accounts (with over-all responsibility for Navy household goods moving functions), the local Household Goods offices and the commercial moving industry have reviewed and attempted to solve many of the problems encountered last year. If problems do develop, remember your Household Goods Officer is your best friend. Contact him immediately. Ask your Household Goods Officer or local Supply Officer for assistance in referring your problem to BUSANDA, should it become necessary.

## When You Receive Orders

To get the best information on your special moving needs, you should visit the Household Goods Shipping Office personally. Because you may not always be able to make arrangements in person, you may choose to empower your wife or some other person to act for you as your agent. This may be done by a letter over your signature or by a formal power of attorney.

Four copies of your orders (one of which must be certified) are required for *each* shipment. Be sure you (or your agent) have sufficient copies of your orders.

The interviewer at the Household Goods Office will fill out an Application for Shipment of Household Goods (DD Form 1299) based on the information you give. Always ask the interviewer to explain *all* your entitlements to shipment or storage before deciding what you want shipped, when and where. This is important because once you have made your decision and the shipment is on its way, your household goods may not be rehandled for your convenience at government expense.

## How Much You Can Ship

The authorized weight allowance of household goods is based on your rank or rate on the effective date of your orders. Shipment may be made for personnel in the rate of third class petty officer (with over four years' service) and above. This weight allowance is based on the net weight of your household goods. Allowances over and above these net weights are made for

packing and crating material. Where household goods weigh more than the authorized allowance, the cost of shipping the excess weight is charged to you. Check carefully and dispose of worn-out and no longer needed articles to insure that you do not incur a personal expense. You'll find it's worth it to plan ahead.

## What Cannot Be Shipped

The Navy won't ship as household goods: Automobiles or other motor vehicles; trailers with or without other property; boats or outboard motors; alcoholic beverages; animals and birds; perishable foodstuffs and plants; dangerous materials such as loaded firearms, ammunition, photoflash bulbs, flammables and acids; groceries and provisions other than those for consumption in your own home; articles acquired after the effective date of orders, except when specifically authorized by BUSANDA for shipment overseas; and articles intended directly or indirectly for persons other than you and your immediate family.

(Movement of private motor vehicles and house trailers is authorized by legislation and regulations separate from those pertaining to household goods. These two items are discussed at the end of this article.)

## Shipment of Pilferable and High Valued Items

The government expects the owner to take reasonable precautions to avoid pilferage of his property, and will not honor claims for loss or damage when the owner has permitted easily pilferable items to be shipped with his ordinary household goods or as unaccompanied baggage. Protection is provided if these items are shipped by an expedited means or contained in baggage in the personal custody of the owner.

While a complete listing of easily pilferable articles is impractical, they may generally be described as small, attractive articles usually worn or carried, such as jewelry, including costume jewelry, cameras and accessories, transistor radios, binoculars, etc., which are of substantial value but not necessarily of extraordinary value. These articles should be sorted from your household effects before the packers arrive and provision made to carry them or ship them by expedited mode.

Items of extraordinary value, as differentiated from highly pilferable items, include such items as precious jewels, expensive jewelry, articles of gold and silver, paintings, authentic oriental rugs, relics, antiques (other than bulky furnishings) and furs. They deserve special handling and should not be shipped by ordinary means.

The transportation officer should be advised of the quantity and value of these articles and he will arrange for their shipment by an expedited mode to provide maximum security. The government will assume the cost of this shipment by expedited means if it is within your weight allowance. This can save you lots of worry.





# Without Reading This

One of the advantages of this type of shipment, in addition to greater security, is that it affords you an opportunity to obtain, at your own expense, commercial insurance protection for your valuables above the limited protection automatically provided.

This may be important to you if your belongings include extremely valuable items, inasmuch as there are maximum allowance provisions applied to uninsured items of this nature in the adjudication of claims under the Navy Personnel Claims Regulations. For example, the maximum amounts the government will reimburse you for jewelry, silverware, paintings and furs are \$750, \$1000, \$1000 and \$750, respectively.

Further restriction exists to single items of jewelry and paintings of \$250. Other items may be limited to reimbursement for the fair and reasonable purchase price of substitute articles of a similar nature.

## Professional Books, Papers and Equipment

If professional books, papers and equipment are needed in the performance of your duties, you can have them shipped without charge against your weight allowance. You should be sure that the estimated weight of these items is shown on your application for transportation of household goods and that they are listed as professional items on the inventory which will be prepared by the packers.

## Your Next Overseas Duty Station

Household Goods Shipping Offices can probably give you general information on housing conditions overseas. Information may be provided with your orders, but the best source for the current situation as well as information concerning the climate, electric current, and other local conditions pertaining to your new duty station, is the commanding officer or his representative at that duty station.

Housing conditions at the overseas location may determine the items you will want to take with you and the items you will want to place in nontemporary storage.

## Method of Movement

The method by which your household goods will be shipped depends on when you require your goods at your new station. If your household goods are to be shipped uncrated (in a moving van), you are permitted to state a preference for use or non-use of a particular carrier. However, the transportation officer is bound by certain regulations and may not always be able to honor this preference. He will do so whenever possible.

Expedited shipments may be requested for items which are easily pilferable or of extraordinary value and for those *essential* items that are needed at home right up to moving time and that will also be needed im-

mediately after your arrival at your new duty station.

## Your Responsibility in Moving

Before the packers arrive, you are responsible for: Removing and dismantling television antennas; emptying, defrosting, cleaning and drying the refrigerator and freezer; disconnecting appliances (including necessary plumbing, electrical, and carpentry services); dismantling children's yard swings and sliding boards; and taking down mirrors, pictures, draperies and drapery rods.

The government provides for the preparation of appliances at origin so that they will safely withstand handling, movement and storage. This servicing of appliances is restricted to the blocking, bracing, padding, etc., that is required to prevent damage in transit.

## Moving Day

When the time comes to make the actual move, the Navy will arrange for contractors to pack, crate and inventory your household goods; pick up your household effects at your residence; store; make delivery at your new residence; uncrate and unpack your household effects and remove trash and debris. If you ask the carrier to accept cartons packed by you he will make a record of your request on the inventory and will not normally accept responsibility for damage to their contents.

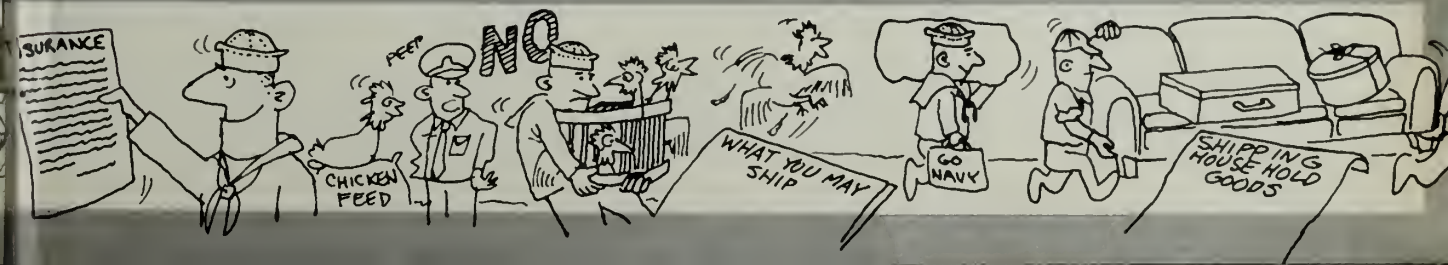
When your goods are packed, you should insure that the mover:

- Uses new, or used boxes and cartons in good condition, and marks the general contents on each.
- Tags or marks each container or loose item with the item number and lot number shown on the inventory list.
- Packs large mirrors, glass tops, large glass-faced pictures, etc., in a crate or reinforced carton.
- Wraps furniture and articles having surfaces liable to damage by scratching, marring or chafing in pads, covers, burlaps, or other suitable wrappers.

For your protection in substantiating a claim for loss or damage, you are encouraged to make a detailed inventory of your own items. However, whether you do or not, the movers will make an inventory of furniture, boxes and barrels, and give you a signed legible copy as a receipt.

You should be sure that the inventory reflects the true condition of the property. General terms such as "marred," "scratched," "soiled," "worn," "gouged" and the like should not be used unless the specific location of the damage and extent of the defect is also indicated. For example: "right front leg chipped," "three-inch scratch in center of table top."

Make sure the number of boxes, barrels and crates furnished by the mover agrees with the number he lists



on the Statement of Accessorial Services Performed (DD Form 619) before you sign the statement as an acknowledgment that the services were performed.

Do not sign a blank form or a form that has been filled out for more services than the mover has actually performed in packing your household goods.

Call the nearest household goods shipping office in case of disagreement.

### Insurance

If you have any question regarding the protection of your property, consult your shipping officer.

Only you can decide if you should carry additional commercial insurance. There are two factors you should take into consideration.

If you have no items of extraordinary value and your entire shipment of household goods is by ordinary means, you may want commercial insurance if your goods are valued at more than \$10,000.

If you have two shipments, that is, one by ordinary means and one by expedited means, you should consider the following factors in regard to your security shipment. The government does not provide automatic protection up to \$10,000 for items of extraordinary value because of the maximum allowance it applies to uninsured items of this nature.

If you want full protection for this shipment it is necessary that the full value of the article be declared to the transportation company and that you bear any additional cost above the minimum rate to obtain this protection. When this has been done, and you suffer damage or loss, you are protected either by the coverage you have purchased, or, if for any reason the carrier denies liability in whole or in part, by the government up to the \$10,000 maximum.

Be careful to place a true valuation on your property. Remember, the government and, usually, the insurance company or carrier will not pay more for an item than its depreciated value at time of loss or damage, and your combined recovery cannot exceed this value.

### Delivery Arrangements

Delivery of the household goods to your new home can be arranged by merely calling the Household Goods Shipping Office nearest your duty station (indicated on your copy of the Application for Shipment of Household Goods and/or your copy of the government bill of lading).

Be sure to contact this office as soon as housing or quarters become available, to prevent unnecessary handling and storage of your effects. Give as much advance notice as possible for delivery, especially during the busy summer season.

### Delivery Day

When your goods are unpacked, the movers must:

- Position your goods in any room you designate, but they are only required to make one placement.
- Check off all items delivered against the inventory

(you should do the same—it's to your mutual benefit).

- Unpack all items from containers.
- Record all loss or damage found during the unpacking process (you should verify).
- Remove all debris resulting from unpacking.

If any problems or questions arise, don't argue with the movers. Call the nearest Household Goods Shipping Office.

Do not refuse to sign the government bill of lading because the goods are received in a damaged condition, or when a portion of the shipment is missing. But, before you sign the bill of lading or other receipt document, be sure to make a notation on it indicating the type and extent of damage or loss—this is very important for future claims action.

If there is good reason that you cannot complete the checkoff of items and inspection for damage, you must note this and the reason on the bill of lading when you are asked to sign it. In this situation it is most important that you complete your checkoff at the earliest possible time and promptly report any loss or damage in writing to the carrier.

The Navy insists that the carrier which moves your goods render you high quality service. Business awarded a carrier in the future depends on his performance on each shipment. There are many things about a carrier's service that only you, the owner, can observe. It is, therefore, important that you complete the evaluation form which you will be given and return it to the Household Goods Office at origin after your goods have been delivered.

### Loss or Damage

Your goods were shipped at a minimum released valuation unless you specifically declared a higher valuation and agreed to assume the resultant increased tariff costs. If your goods were shipped uncrated in a moving van, the maximum the carrier may allow for loss or damage is 30 cents a pound for each article.

*Example:* Your chair which was shipped by motor van weighed 10 pounds. It was damaged to the extent that it cost \$10.00 to repair. Since the carrier's liability is limited to 30 cents a pound, the maximum he may allow is \$3.00.

However, liability of moving companies varies in amount according to the applicable tender of service or contract and you should consult your household goods transportation officer or claims investigating officer for specific information.

In many cases a moving company's settlement of your claim will not be adequate to compensate you for loss or damage. However, the government is authorized to reimburse you for loss or damage not otherwise compensable.

A statutory limitation of \$10,000 is applicable to each claim. If losses from unrelated causes occur in more than one shipment, greater coverage may result as the claims are considered separately.

Normally, you will not be reimbursed for loss of items which should not have been included in the ship-





ment or for articles of extraordinary value or of a highly pilferable nature, which have not been afforded proper security.

A claim may be filed against the government, the carrier and/or your insurance company at the same time. However, this may prove unnecessary if the carrier repairs or replaces the damaged item, or pays you. If you discover damage or loss at the time of delivery, note the facts on the documents which the delivering agent will ask you to sign.

In the event of loss or damage, get in touch with the household goods shipping officer promptly. He will provide you with the proper forms, advice, and, whenever possible, an inspector to check the damage.

### Automobiles

If you have permanent change of station orders to, from or between overseas areas, you may ship your automobile between duty stations. (Check with the household goods office regarding possible restrictions on transportation entitlements if the automobile is of foreign manufacture.)

You must prepare a Motor Vehicle Shipment Application (DD Form 828) which will be provided by the household goods shipping officer. Two certified copies of your orders must accompany this application to the port indicated by that officer.

The port activity will send you delivery instructions. Land transportation is not authorized to or from a port on permanent change of station orders. You or your designated agent must deliver the automobile to the port activity which will be shipping your car. If delivery is made by your agent, be sure he has your written authority to do so.

Although personnel at the loading port will carry out most of the details necessary to prepare your car for shipment, you should make sure before you deliver it that: Motor is in good operating condition; windshield wipers are operating; brakes (floor and hand) are adequate and in good operating condition; all lights are operative and properly adjusted; horn is operative; exhaust system is in sound condition; all glass (headlamps, rear lamps, windshield, and windows) is unbroken and free from cracks; body and fenders are free from breaks and tears; battery is fully charged; cooling system contains sufficient antifreeze to prevent freezing in transit; and vehicle is thoroughly cleaned and the surface or undercarriage does not contain any foreign matter which might harbor insect pests.

Before delivery of your vehicle to the port, remove items easily stolen or damaged, such as hubcaps, tools, or similar items and pack them in a substantial box and store in vehicle. The box should show owner's name, rate or rank, file or service number and destination.

Upon delivery of your vehicle to the loading port or activity, it will be inspected and its condition noted in your presence. The gas tank will be drained and the battery disconnected before the vehicle is loaded aboard ship.

You should furnish the destination port activity your

### Weight Allowance Table

Below is a table of new weight allowances (pounds) for service and grade at time of effective date of orders.

| Rank/Rate  | Temporary | Permanent |
|--|-----------|-----------|
|  | Duty      | Duty      |
| Admiral  | 2000      | 24,000*   |
| Vice Admiral   | 1500      | 18,000*   |
| Rear Admiral (upper half)                                  | 1000      | 14,500*   |
| Rear Admiral (lower half)                                  | 1000      | 13,500*   |
| Captain  | 800       | 12,000*   |
| Commander  | 800       | 11,000    |
| LT Commander and Warrant Officer (W-4)                     | 800       | 10,000    |
| LT and Warrant Officer (W-3)                               | 600       | 9000      |
| LT(jg) and Warrant Officer (W-2)                           | 600       | 8000      |
| Ens. and Warrant Officer (W-1)                             | 600       | 7500      |
| Enlisted personnel   |           |           |
| E-9 Master Chief Petty Officer                             | 600       | 7500      |
| E-8 Senior Chief Petty Officer                             | 500       | 7000      |
| E-7 Chief Petty Officer                                    | 400       | 6500      |
| E-6 Petty Officer, First Class                             | 400       | 6000      |
| E-5 Petty Officer, Second Class                            | 400       | 5500      |
| E-4 Petty Officer Third Class (with over 4 years' service) | 400       | 5000      |
| Aviation Cadet   | 400       | 400       |

\*Currently limited to 11,000 pounds by appropriation act rider.

overseas address as soon as possible so you may be notified when the vehicle arrives. When you pick it up port personnel will: Put enough gasoline in the tank for you to get to a gas station; connect the battery; and make a joint inspection with you to note the condition at time of receipt.

Any damage incurred between the time you turned the car over to the port shipping activity and the time you receive the car at the port receiving activity should be determined carefully by reference to the condition sheet completed at the time the car was received by the loading port.

Because overseas regulations vary on entry restrictions, licensing requirements, resale laws and special equipment requirements, it is best to check on the latest information by writing your prospective commanding officer or the overseas commander. For example, some areas prohibit the importation of flashy cars or cars of certain colors.

### Cabin and Hold Baggage

Generally, cabin baggage is restricted to baggage needed during the voyage. You are entitled to hold baggage which will accompany you on the same ship in which you travel, but it will not be available to you during the voyage.

Maximum weights and other limitations on cabin and hold baggage are contained in the Bureau of Naval Personnel Publication NavPers 15842 (series), *Overseas Transportation Information for Navy Dependents* for the Atlantic area, and in NSC Oakland Publication 12ND P18, *Overseas Transportation Information* for



*Navy Personnel and Dependents* for the Pacific area.

If shipment to or from the port is arranged by a household goods shipping office, the weight will be charged against your authorized household goods weight allowance.

### Trailers

Generally, you cannot make a shipment of household goods and receive a trailer allowance under the same orders. Before you acquire or move a mobile home, your household goods transportation officer should be consulted for information regarding the intricate provisions of this entitlement.

If you are entitled to ship household goods, and you wish to ship a mobile home to be used as a residence, you have three alternatives:

1. Tow the trailer yourself. Reimbursement in this instance is limited to 11 cents a mile.

2. Have the trailer shipped on a government bill of lading.

3. Arrange for towing by a commercial transporter.

In the second instance, the government will pay the total charges and you will be checked for certain unallowable charges including costs above an established maximum allowance. In the third instance, authorization must be obtained from your origin shipping officer before the move, and reimbursement will be made only for costs within the established maximum allowance. When shipment is made by a commercial transporter, the present maximum allowance is 51 cents a mile.

Your local household goods transportation officer will advise you of your responsibility in preparing the trailer for shipment. He will also furnish you a list of some of the charges which are not payable by the government. Remember, the transportation of a trailer is expensive and can prove costly to you.

## If You're Going Overseas, You'll Find This Booklet Valuable

For travelers who feel they would like to have a little help, the Navy is preparing a new booklet which will tell Navymen and their dependents all they should know about what to do, when to do it, and where.

Logically enough, the booklet will be called *Overseas Transportation for Navy Personnel and Dependents*. It has heretofore been published in two editions, each of which was slanted to travelers leaving either the east or west coast. It will soon be issued, however, in one edition for all travelers.

Here is a brief rundown on its contents:

- First there is a checklist which also serves as an index to the book's contents.

- A list of areas which require entry approval before dependents'

travel will be authorized is given together with information on where to make the request for approval.

- Passport information is given covering the different types of passports, where to get them, how to prove your citizenship, what you will need to obtain a passport, how much it will cost and how long it will take, plus miscellaneous information.

- There is a medical section which gives information on medical records which are necessary and what to do with them, the travel of pregnant women, information on infants traveling, dental care and mental cases.

Probably the biggest medical question for overseas travelers concerns immunizations. The manual offers a section on the subject with information on what immunizations

are needed in various parts of the world.

- A travel section tells you about your entitlements, if any, from your station to the port of embarkation and has information on when you can expect to be booked for travel to your overseas destination. Information is also offered concerning air travel—baggage allowances, what to wear, baby formulas and overnight facilities.

Sea passengers will find the good word on what MSTS travel offers, how much you can expect to spend for food, baby formula facilities available, what to wear, what medical facilities are available, overnight facilities before sailing, and baggage allowances.

- There is also a section on household goods which gives allowances for both officers and enlisted men, a list of household goods shipping offices, information on shipping privately owned automobiles including a list of authorized shipping activities for privately owned automobiles. There is a section, too, on the travel of pets and regulations concerning the possession of firearms and ammunition.

This booklet will be forwarded to individual travelers upon request to the Chief of Naval Personnel (Pers B-31) or the Transportation Officer at the Twelfth Naval District, San Francisco, Calif., or at the Thirteenth Naval District, Seattle, Wash.

Wives whose husbands have made application for dependent travel will receive the booklet automatically.

NAVY FAMILY interviewed by Navy doctor before journey to new station.







Shell hunting near Chiquita Island in South China Sea.



Skin divers enjoy Grande Island's waters.

## Waikiki? No, It's Grande Island

**G**RANDE ISLAND? Well, it's not Waikiki but it sure looks good after a month or so in the South China Sea.

Grande Island is the new recreation center at Subic Bay in the Philippines. It's got beaches, and lush green hills, a golf course, a football field, tennis courts, a plush EM club . . . Just like a travel poster.

For sailors who haven't been to P. I. lately, Grande Island is that overgrown bump of land you pass at the entrance to the bay. Jungle. Until recently, anyway. There have been improvements. The Subic Consolidated Base Special Services, the Navy Exchange and Public Works Center were responsible for the transformation.

For swimmers there are three sandy beaches, two of them facing the South China Sea. Off the southern beach is Chiquita Island, within

wading distance, paradise for sea-shell hunters. The skin diving is great anywhere in the area.

Water skiing, sailboating and fishing are common pastimes on Grande Island, and Special Services furnishes the equipment. And if you're really sick of salt water, there's a fresh water, chlorinated pool. Or you can pitch horseshoes or play softball, or volleyball. Or like around the island on one of the improved trails. Or . . . or . . .

Or maybe you're a camera bug, or a history buff. Try the old battery site, known as Fort Wint. There you will find the guns of Grande—or you will if you hurry. Some time in the near future the two 10-inchers are to be removed to the Smithsonian Institution.

One of the nicest things about Grande Island is the prevailing informality. For playing tennis, or just

about anything else, swimming trunks are common. If you want to go to the club, however, you must dress up in clean dungarees, white trousers and T-shirt or proper civilian dress.

The club—Casa Isla Grande—is new like just about everything else except Fort Wint. There is entertainment nightly, a cocktail lounge, and food.

Like any resort, Grande provides overnight accommodations. A barracks type hotel is available to enlisted men at 35 cents nightly, and officers and CPOs may rent cottages at 50 cents per night.

A recreation hall for table tennis, card games and TV is, of course, available. A theater provides free movies each evening.

It may not be Waikiki, but it's a great change from Yankee Station

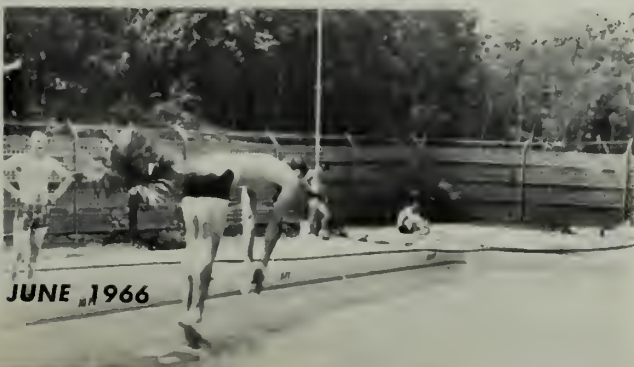
Jack Ong, JO3, USN



Valleyball game during visit to Grande. Below: Fresh water swim.



Fun in the sun an Subic Bay. Below: R&R with pitch and putt.





# 7th Fleet's Destroyer

**T**HEY come in like lame ducks and leave like flying swans.

This was a destroyer tender officer speaking.

He was describing Seventh Fleet destroyers arriving in Subic Bay, Philippine Islands, for repair work by *uss Piedmont* (AD-17).

Only a few of the destroyers really look like this when they come in, but when they do come, the tender sailors know there is something wrong—something that must be repaired during the DD's scheduled time alongside.

That something could be the ship's superstructure, damaged by heavy, typhoon-tossed seas. It could be a gaping hole in the hull, torn during a freak accident.

But usually it is a collection of small discrepancies—burned-out motors, age-worn pumps, sensitive electronic gear damaged by high humidity—discrepancies that require the special services of the tender and the special ability of her crew.

Most of *Piedmont's* 18,000-ton total weight is taken up by repair facilities—huge cranes and lathes, a foundry, nearly 50 shops.

*Piedmont* was commissioned in 1944 and started her career at Pearl Harbor, repairing World War II combat-damaged destroyers.

Later in the war, she was on hand to aid destroyers in the Philippines and Okinawa campaigns. At the end of the war she was selected to enter Tokyo Bay with units of the Third Fleet.

For more than eight months, *Piedmont* remained at the Yokosuka

Naval Base, servicing destroyers and providing food and clothing to the landing forces. *Piedmont* Pier, where Seventh Fleet aircraft carriers now moor in Yokosuka, is named after the destroyer tender.

In the Korean conflict, *Piedmont* was again on the line, serving as flagship for Commander U. N. Blockading and Escort Force, in addition to repairing ships of the U. N. forces.

The 1958 Quemoy crisis saw her providing services for Seventh Fleet ships in the Taiwan Strait.

**N**OW, AT 22, the old ship still is serving—still filling a major slot.

Destroyers from throughout the western Pacific, including many from patrol duty in Vietnamese waters, come to her berth in Subic Bay to be repaired and returned to duty.

The destroyer tenders' mission is to maintain the combat readiness of the destroyer fleet regardless of the operating area. They are mobile repair and supply depots.

During *Piedmont's* previous six-to-eight-month tours with the U. S. 7th Fleet, she has set up shop in Japan, the Philippines and Taiwan. When not in the western Pacific, she operates with the First Fleet from her home port in San Diego.

Not all the ship's time is spent in port. Occasionally, special jobs call for tenders to operate at sea for extended periods. During salvage operations for the grounded destroyer *uss Frank Knox* (DD 742) last July and August, *uss Prairie* (AD 15), another destroyer tender, was on the scene for more than 30 days, provid-

ing services to the salvage ships.

But most of a tender's steaming is done in port. While the customer ship's power plants are shut down for repair, the tender must supply electricity, high-pressure steam, and often water, for the DDs alongside.

*Piedmont's* twin 5500hp steam turbine engines run four generators which can provide enough power for a town of 2500. Her fresh water-making evaporators can turn out 80,000 gallons a day.

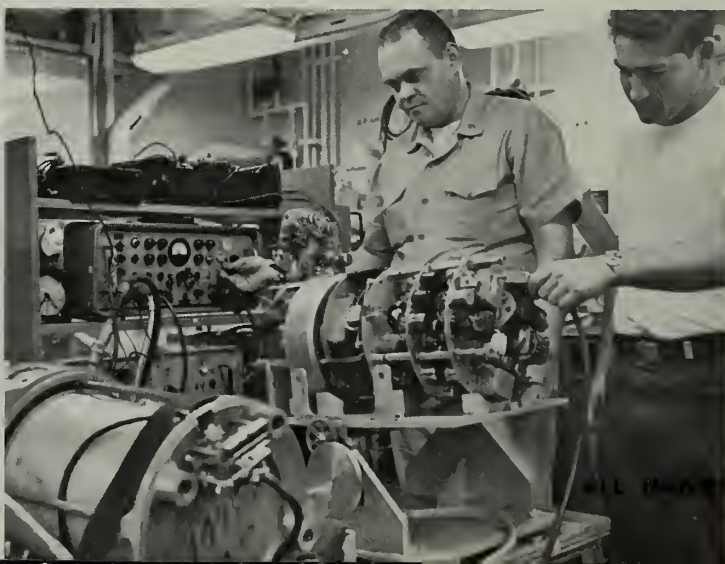
**R**EPAIR WORK runs from rebuilding gun mounts to replacing minute electronic parts, but most of the 1400 to 1500 jobs each month fall in between these extremes.

Such jobs as rewiring electric motors, grinding out new parts on machine shop lathes, and repairing delicate fire control systems are routine.

The ship's capabilities also include watch and typewriter repairing. There are an optical shop where binoculars are completely rebuilt and a torpedo shop for testing and calibrating the newest antisubmarine weapons. Drone antisubmarine helicopters (*Dash*) are completely rebuilt and returned to the destroyers, ready to airlift torpedoes to enemy submarines before they can attack the greyhounds.

All this repairing, rebuilding and fabricating takes a multitude of supplies. *Piedmont's* 30 storerooms contain some 65,000 separate items. According to the store officer, this amounts to nearly two million dollars' worth of assorted supplies.

THIRTY STOREROOMS carry supply of 65,000 repair items aboard tender. Rt: Torpedomen check MK-44 control system.





# Doctor

While the destroyers are being prepared for further sea duty, their crews are not neglected. They too need overhauling from time to time.

Three doctors in *Piedmont's* dental clinic each fill an average of five cavities in seven patients a day. The prosthetics laboratory builds crowns, bridges and even full dentures.

The medical department performs physical examinations, X-rays, surgery and services that can't be done by the enlisted corpsmen embarked in destroyers.

*Piedmont's* galley feeds destroyer crewmen whose mess facilities are being overhauled, and her uniform clothing store has articles not usually carried in the smaller ships.

**A**LL THESE services and facilities require astounding amounts of paperwork. Each work request must be recorded and carried on progress reports until completion. Cost and manhour totals are tabulated.

This job is made much easier and faster by the use of a data processing system employing punch cards. Still the records-keeping part is big. Three shifts of machine accountants work around the clock to keep the records straight. Twice each day—at 0800 and 1800—they issue a work progress report, listing as many as 1000 active jobs.

For more than two decades *Piedmont* has been the workhorse that repairs the workhorses of the Fleet. And she is still going strong, taking them in like lame ducks and sending them out like flying swans.—Photos and story by J. F. Falk, JO1.

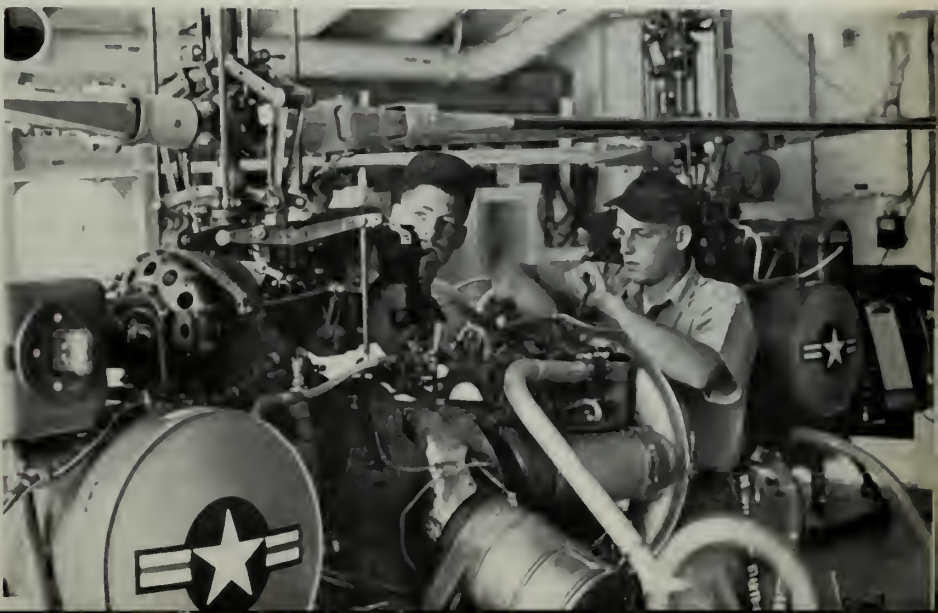
DENTAL clinic is open to DD men.



"DOC *PIEDMONT*" tends nest of destroyers in Subic Bay. Below: Patternmakers work with moulders to make cast repair parts. Instrumentman repairs clock.



REPAIR OF DASH helicopters by *Piedmont* helps keep destroyer forces ready.





POLAR POST—Van complex will house Navymen and scientists on Antarctic plateau during long cold winter.

# It's Wintertime Down

**I**T'S GOING TO BE a long winter for a group of eight Navymen and civilian scientists who are now isolated at what is perhaps the loneliest spot in the world. Their last contact with the outside world was in early February, and their winter quarters, 11,500 feet above sea level on Antarctica's continental plateau, will not receive outsiders again until mid-November this year.

Meanwhile, they will live in a complex of modular vans which was constructed from scratch during the short, three-month Antarctic "summer." Temperature at the opening ceremony was 40 degrees below zero.

Plateau Station, as it is called, is

located 630 miles from Amundsen-Scott South Pole Station, its nearest neighbor.

The area was chosen for its suitability for conducting year-round studies of the earth's magnetic field. Scientists will also be closely observing the *aurora australis* (southern lights); naturally occurring low frequency radio emissions; and the weather. The four Navymen, including a Navy doctor who is officer-in-charge of the station, were specially selected for the mission. The three enlisted men are an electronics technician third class, a construction mechanic first class and a commissaryman second class.

Plateau Station is the United States' newest and most remote Antarctic scientific outpost. The vans which are linked to form living and working quarters were shipped, pre-assembled, from Davisville, R. I., aboard the MSTS cargo ship USNS *Private J. R. Towle* (T-AK 240). When the *Towle* arrived at McMurdo Station in December, she was moored to six-foot-thick ice, and off-loading operations were begun almost immediately.

But the vans and equipment still had a long way to go. They were hauled to McMurdo's landing field and loaded into LC-130F *Hercules* aircraft for the 1400-mile hop to

PLATEAU STATION, shown here under construction in summer, will be used to study earth's magnetic field.







USNS Pvt. J. R. Towle delivered vans.

# South

Plateau Station. There were only inches to spare within the giant cargo airplane when the vans were squeezed inside.

Construction of the station began without delay once the equipment arrived. Fuel oil—the lifeblood of Plateau Station—was flown in and stored in 25,000-gallon fuel bladders.

When finally completed, the station was formally dedicated. Several guests attending the ceremony, unaccustomed to the rarefied air at this extreme altitude, became dizzy. But the eight frontiersmen who were about to commence their long isolation were quite at home.

TIGHT FIT—Van is loaded on plane.



A GASSER—A Navy Hercules pumps fuel into fuel bladders at the new station.



PREFABRICATED units that will comprise the station are placed on bases. Below: Station unit is off loaded after being air lifted 1400 miles from McMurdo.



# HedSuppAct: Big Job

*The actions of 7th Fleet units in the Southeast Asian conflict are well publicized, but many Navymen serve ashore in South Vietnam. Many more will rotate there in the coming months.*

*The following report briefly describes the activities of one unusual Navy command in Saigon which has effectively served the U. S. forces ashore. As the functions of the command are in the process of being transferred to the U. S. Army, this is an appropriate time to report on the job and accomplishments of the U. S. Navy Headquarters Support Activity, Saigon. It has had an illustrious past.*

**H**EDSUPPACT stands for U. S. Navy Support Activity, Saigon. The title is almost self-explanatory, but its principal job has not been only to support elements of the Fleet. It has done much more than that. In doing so, it grew to be the Navy's largest single overseas shore command.

The command was commissioned on 1 Jul 1962 by authority of the Secretary of the Navy, with the specific mission of supporting the U. S. Military Assistance Command, Vietnam. After nearly four years its title became a misnomer. The widening scope of military operations in Vietnam and the increasing number of Armed Forces personnel spread the activity's operations far beyond the environs of Saigon.

The great bulk of the command's support went to the more than 180,000 U. S. troops operating in the Second, Third and Fourth Army Corps areas of Vietnam. It also supported U. S. government agencies in Vietnam and military units from allied nations assisting in the fight against the communist Viet Cong.

**BIG JOB**—Supporting the military in Vietnam is a complicated task. Here, cargo is unloaded and CBs drill well.

**D**URING RECENT MONTHS the Navy has been gradually transferring the responsibilities of this command to the U. S. Army First Logistical Command, which is scheduled to assume full responsibility by 30 Jun 1966. When Navy operations were in full swing, however, HEDSUPPACT's commanding officer had under him some 1600 officers and men of the U. S. Navy, Army and Air Force and more than 7000 U. S. civil servants and Vietnamese employees. The CO's responsibilities included providing housing, utilities, transportation, police protection, medical care, food services, legal aid, shopping, recreation, education, pay, religious services and a long list of administrative, maintenance and support functions for the more than 15,000 American and allied military personnel and employees of the U. S. government agencies in Saigon. Most of these services also were extended to MACV personnel, such as advisors to Vietnamese units, scattered in hundreds of locations.

HEDSUPPACT's biggest single operation was running the vast military network which supplies war material to the battle zones in the First, Second, Third and Fourth Corps areas. The hub is Saigon. Military cargoes offloaded there constitute about one-sixth of one per cent of all cargo moved by sea to all the world's ports. Now the Navy Support Activity at Da Nang supplies military personnel of the First Corps area. This was a HEDSUPPACT function until the northernmost corps area was turned over to NSA Da Nang in October 1965.

**H**ERE ARE SOME OTHER HEDSUPPACT statistics:

- The command fed or provided foodstuffs for more than 180,000 troops in three-quarters of the country.
- It operated one of the two Navy hospitals that





# in Saigon

treat battle casualties direct from the war area.

- Its annual disbursement of money for purchasing services and pay has surpassed the \$60 million mark.

- In providing clothing, consumables, magazines and various other items for the members of all the armed services, it operated the largest Navy Exchange in the world. Providing eating and recreational facilities 7000 miles from the U. S., it had a "clubs and messes" division which was the only one of its kind in the U. S. military establishment.

These facts are explained in detail in the subsequent sections of this report.

The command also had an unofficial function to support the Vietnamese people. Navy medical teams volunteered much off-duty time to treating villagers outside Saigon. Virtually every man in the command has volunteered some of his time and contributed money to aid special projects. These ranged from bringing food, clothing, medicine, books and toys to orphanages and destitute villages, to helping rebuild homes ravaged by fire and storm. Before the U. S. Army assumed the dental responsibilities in Saigon in November 1965, Navy dental teams provided treatment to many villagers. Many of these people-to-people operations were in areas not altogether cleared of Viet Cong elements.

The command's initial mission was to assume the support tasks and functions previously performed by the U. S. Military Assistance Advisory Group, Vietnam. HEDSUPACT was placed under the military command of Commander U. S. Naval Forces, Philippines, and under the operational command of Commander U. S. Military Assistance Command, Vietnam. On 1 Jan 1965 military command was shifted to Commander Service Force, U. S. Pacific Fleet.

Beginning with an allowance of some 200 officers and men, personnel strength reached 343 by July 1964; and in December 1965 was more than 1000.

Other growth of responsibility came as the result of the U. S. build-up of forces. In late 1965 HEDSUPACT was billeting about 6400 U.S. and allied military personnel in the Saigon area. The number of Vietnamese employed by HEDSUPACT in December 1965 was over 6000.

As the U. S. military role in Vietnam increased, so also did the support responsibility. A look at the various departments and divisions of this command exemplifies the nature of the tasks involved. Although perhaps all of the command functions described below are still carried on by new elements, this summarizes the situation as it existed prior to the recent realignment.

## Supply Department

The Supply Department provided logistical support not only for the U. S. Military Assistance Command, but also for other U. S. forces and allied commands. This supply support was provided under inter-service support agreements. Over 49,000 requisitions were handled monthly.

The Supply Department also procured, stored and issued all foodstuffs and provisions used by the hundreds of military messes in Vietnam.



**BUSY PORT**—Navy cargo handling unit off-loads material from transport in Da Nang harbor using LCV's.

During the month of October 1965, over 330,000 tons of military cargo were offloaded from 96 ships in Saigon's river harbor. Over 40,000 tons of military cargo were further sea-lifted to other ports in Vietnam by MSTs vessels.

To maintain necessary stock, the Supply Department had nearly 171,000 square feet of warehouse space for general stores, dry provisions, freezer and chill storage items. If the HEDSUPACT warehouses were placed side by side they would cover an area equal to almost six football fields. But this storage space is still not enough. Additional warehouses are under construction, while negotiators continually search for more space. The existing warehouses are located in more than a dozen separate areas throughout the Saigon-Cholon area.

HEDSUPACT Medical Department operated one of two area hospitals for treatment of combat wounded.





LANDING SHIP TANK ties up at one of the LST landings at Da Nang East to deliver supplies for Vietnam operations.

The Supply Department's Field Support Branch took orders from military clubs and messes maintained in the field and battle zones by MACV advisory teams. The items were obtained from stock in HEDSUPPACT's commissary store and Navy Exchange, then packed and delivered for shipment to customers.

### Operations Department

The Operations Department might be described as HEDSUPPACT's nerve center. For example, its communications division handled approximately 14,000 incoming and outgoing messages monthly. The communications division also furnished emergency standby radio circuits for MACV.

Two aircraft assigned to Operations—a C-45 and a C-47—provided air support for HEDSUPPACT's varied missions in the field. HEDSUPPACT aircraft touched down on virtually every landing strip in the republic of Vietnam—from Dong Ha, furthest airstrip to the north, to Phu Quoc Island in the south—frequently under danger of enemy attack and sniper fire. In the past year the assigned planes flew more than 307,000 miles in air support missions.

The addition of one HU-16C amphibian in December 1965 and two more C-47s in early 1966 increased the yearly Operations Department air miles flown to above the one-half million mark.

The Operations Department also had the responsibility for drafting and coordinating military emergency plans for Saigon. The department's ordnance division maintained an armory of infantry type weapons for issue to HEDSUPPACT personnel and maintained weekly target practice and weapons handling drills.

Operations had additional responsibility for arranging and providing for all port services required by U. S. Navy ships entering the river port of Saigon.

### Administration Department

HEDSUPPACT's Administration Department had responsibilities which went far beyond the mere handling of paperwork. They spanned an extraordinarily varied group of activities, some of which were unprecedented in U. S. Navy experience. They covered a billeting function which meant running the largest chain of

military hotels in the world for off-duty members of the Army, Navy, Air Force and Marines. HEDSUPPACT operated a recreational program. It also included a miniature university.

**Billeting Division**—In November 1965, the Billeting Division was operating 54 bachelor enlisted (BEQ) and bachelor officer quarters (BOQ) and four transient hotels in the Saigon-Cholon area (Cholon is Saigon's mostly-Chinese twin city). Over 6400 military personnel and U. S. government civilians are housed in these billets. This is virtually double the number of hotels and occupants counted in November 1964.

The billeting for enlisted personnel and officers is either leased from private individuals or corporations, or has been newly constructed. Efficient management of these facilities required, in addition to constant negotiation with contractors and owners, the procurement, training and supervision of civilian staff and stringent antiterrorist measures. New quarters and billets were begun under HEDSUPPACT direction to ease crowded conditions and to provide space for any new increase in personnel.

Qualifying as the largest "military hotel" chain in the world, HEDSUPPACT approached the rooming accommodations of some of the large commercial chains. By the end of 1965 the activity's accommodations numbered over 5400 rooms.

**Messing Facilities**—Complementary to the billeting organization was the Clubs and Messes Division, which operated four officer and seven enlisted combination clubs and messes plus two snack bars. These are located in larger billeting facilities. The clubs function much the same as officer and enlisted clubs anywhere in the U. S. military establishment. Four of the clubs show motion pictures nightly.

The operation was supervised by seven officers and 56 enlisted personnel. More than 800 Vietnamese civilians were employed by the division. A credit card payment system, adopted in 1964, simplified bookkeeping. The HEDSUPPACT division that provided this service for personnel of the U. S. and allied forces, as well as U. S. government civilians, was the only one of its kind in the U. S. military establishment.

**Special Services Division**—Special Services operated a



motion picture circuit which provided a daily exchange of films for hundreds of locations throughout Vietnam. Some of these locations are remote outposts.

A 20,000-volume Special Services library in Saigon served as a feeder for branch libraries in six of the areas of heaviest U. S. troop concentration. The Saigon Navy library also shipped monthly consignments of magazines, newspapers and paperbound books, totaling over 60,000 pieces, to some 750 field units.

Special Services also coordinated live USO road shows. Entertainment groups were booked into Vietnam on a schedule which averaged one troupe every three weeks. Each troupe gave about 20 performances.

Recreation projects were specifically adapted to the requirements of the U. S. forces. One such project was the rest and recreation flight program to Hong Kong, Bangkok, Taiwan, the Philippines and Japan (still in operation). This provides virtually the only opportunity for men to spend time away from combat areas during their 12-month duty tours. Men spend five days in any one of these areas they choose and can be booked into the best hotels at nominal rates.

In Saigon, Special Services maintained a 50-meter swimming pool, a bowling center, a hobby and crafts shop, a photographic laboratory and a four-day loan facility which offered record players, movie projectors, athletic equipment and other gear. Hobby shops and equipment loan facilities were also operated in field locations.

Another country-wide service under the Administration Department was performed by the Educational Services Office. This unit offered the full range of General Educational Development and U. S. Armed Forces Institute (USAFI) testing plus University of Maryland examinations and extension services. HEDSUPPACT developed a system for qualifying test proctors throughout Vietnam, thus eliminating the need for personnel to travel to Saigon for testing.

HEDSUPPACT Administration also operated a support photographic laboratory. Its Personnel Division handled service records for U. S. Navy personnel in Saigon and those attached to MACV field units. Personnel also issued and maintained records on ration cards issued to members of the U. S. and allied forces in the Saigon area.

### Fiscal Department

The HEDSUPPACT Fiscal Department was charged with the responsibility of disbursing, accounting and budgeting for over \$200 million in appropriated funds spread among U. S. forces in the Republic of Vietnam.

Additionally, the Fiscal Department budgeted and accounted for assistance-in-kind, amounting to \$13.2 million for calendar year 1965. These funds entered the Vietnamese economy by the payment of rents and leases and the procurement of locally provided goods and services.

Fiscal's accounting section maintained a varied assortment of records, from which stemmed financial reporting for HEDSUPPACT and MACV. This accounting included special systems which kept track of reimbursable expenditures between the military services based on inter-service support agreements. Approximately 90 per cent of this accounting effort was expended in support of the other military commands in Vietnam. It included, for example, separate records and resulting billings for each of the 237 cash accounts held by units in the field for subsistence purposes.

The budgeting process for over \$33 million required



**GOOD DEEDS**—U.S. Navy Headquarters Support Activity, Saigon, supplied aircraft to deliver clothing and other needed items from Operation Handclasp to inhabitants of villages in the highlands of Vietnam.

the fiscal officer to review the trends and fluctuations of the entire range of military support activities constantly. The budget included funds to support operations and maintenance of the entire HEDSUPPACT complex, plus some \$1.3 million for material supplied to military personnel serving in the field in advisory positions. An additional \$80 million was allotted for food, clothing and material supplied to all U. S. and allied personnel in the Republic.

The disbursing officer spent more than \$13 million per month. Disbursing maintained 2500 pay accounts of military personnel assigned to HEDSUPPACT and MACV.

Additionally, 7000 pay records were maintained for Vietnamese employees of the component commands in the Republic.

The introduction of military payment certificates (MPC) into Vietnam caused an increased workload in the sales of local currency, Vietnamese piastres. During the month of October 1965, 91.2 million piastres were sold to individuals, representing \$1.2 million. To handle this increase and to assure that everyone had ready

**ON THE SIDE**—Dentist from HEDSUPPACT spends off-duty time helping local villagers with dental problems.







**AN EYEFUL**—Navy lookout checks newly arrived ships from Da Nang, Vietnam, harbor entrance control post.

access to the purchasing of piastres, conversion outlets were established throughout the Saigon-Cholon area. Disbursing clerks were appointed as cashiers to make sales at these outlets.

The disbursing officer was also responsible for funding all finance officers within the country, no matter what armed service they represented. This MPC and piastre funding amounted to \$20 million per month.

An example of the effect of the military build-up in Vietnam was the increase in HEDSUPPACT operational and maintenance requirements, from \$5.7 million in the first half of fiscal year 1965 to \$18.5 million in the first half of fiscal year 1966.

#### **Public Works Department**

The most far-flung of HEDSUPPACT's departments was Public Works, which was comparable to an engineering department in a major city. From its center of operations in Saigon, the department not only handled construction, transportation and maintenance requirements for the U. S. installations in the Vietnamese capital, it was also MACV's primary engineering and transportation arm in the field.

In December 1965, Public Works was supervising construction and maintenance projects in various locations of Vietnam. These ranged from construction of a tower for the Air Force at Camau, south of the Mekong River, to a new chapel in the north at Hue.

In Saigon, Public Works had under lease 201 separate enlisted and officer quarters and industrial sites (headquarters buildings, warehouses and compounds).

Design and contract supervision teams from HEDSUPPACT were almost constantly in the field in connection with more than 300 active construction contracts a month administered by the command. In 1965, answer-

**BIGGEST** single operation was supplying the various much needed war materials to Vietnam battle zones.



ed requests for real estate maintenance and services surpassed 50,000. Some \$14 million was spent in the past year for repair, service and maintenance of U. S. facilities throughout the country.

Included in that figure was the cost of repairs to American installations damaged or destroyed by Viet Cong terrorist action, such as the Brink Hotel in Saigon (a BOQ), which was bombed Christmas Eve, 1964.

The Public Works department was cited by the U. S. ambassador and MACV officials many times for its swift action in providing emergency lighting, transportation services, communications and rubble clearance services in terrorist-caused disasters.

#### **Medical Department**

The HEDSUPPACT Medical Department operated one of two U. S. Navy hospitals which treats combat casualties directly from the battlefield. It also provided medical care and services for thousands of U. S. and allied troops and government officials living in the Saigon area or stationed in the southern portion of Vietnam.

The hospital has 107 beds and is staffed with nine doctors, 16 nurses and 84 corpsmen. At the time this report was prepared, all were U. S. Navy personnel, with the exception of three U. S. civilian nurses and five Thai nurses.

Helicopters bring in casualties from battle zones and transfer them to waiting ambulances. Many of the wounded have undergone successful major surgery involving extremely serious and complicated injuries.

The hospital devised an emergency plan which goes into effect the moment word of mass casualties is received—such as the Viet Cong shelling of U. S. billets at Bien Hoa Air Base in November 1964, the 1964 Christmas Eve bombing of the Brink Hotel, the bombing of the U. S. Embassy, the May explosions at Bien Hoa Air Base, the My Canh floating restaurant bombing and the bombing of the Metropole Hotel.

The on-duty and standby hospital sections immediately prepare the emergency and operating rooms while first aid squads race to the scene of disaster. Off-duty medical personnel carry Red Cross arm bands in their pockets at all times for ready identification in an emergency.

The hospital staff has been commended by the U. S. ambassador and MACV senior officers for its work in treating victims of terrorist bombings. One Navy Corpsman received the Navy Commendation Medal for saving the life of an officer at the embassy bombing by securing the severed ends of a throat artery until the officer reached surgery.

During 1965 the hospital cared for more than 2500 inpatients, treated some 53,000 outpatients, gave nearly 93,000 immunizations, issued more than 93,000 prescriptions and performed 75,000 laboratory tests.

#### **Chaplain's Office**

The senior chaplain at HEDSUPPACT was responsible for the coordination and scheduling of all the military religious activities in Saigon and Cholon. Two Navy and one Army chaplain were assigned to HEDSUPPACT. Protestant, Catholic and Jewish services were conducted at various locations covering all of the billeting areas in the capital district of the Republic of Vietnam.

Liaison was maintained with the civilian English-speaking churches in Saigon. (Chaplains and ministers



of almost all denominations are available for special counseling in Saigon.)

The growth of the chaplain activities in HEDSUPPACT's organization kept up with other command functions, to the point where weekly religious services increased from a total of four—three Protestant and one Catholic—to 29—10 Protestant, 18 Catholic and one Jewish.

HEDSUPPACT chaplains provided religious services and advice, helped U. S. servicemen with their personal problems, and took care of the normal, routine responsibilities. They also carried on an extensive civic action program.

HEDSUPPACT chaplains were responsible in late 1965 for the distribution of over 200 tons of supplies and materials as part of the world-wide Navy people-to-people program, Project Handclasp. This included clothes, sewing material, drugs, medicine, bandages, medical supplies, books, school supplies, foods, candy, toys and many other useful and needed items. Deliveries were made from the 17th parallel in the north to the island of Phu Quoc in the south. The materials were donated by private American citizens and industry.

### Industrial Relations Department

The HEDSUPPACT Industrial Relations Department recruited and administered Vietnamese personnel employed by the U. S. Army and Navy, and the Military Assistance Command. It administered approximately 10,000 jobs, nearly 3000 at Headquarters Support Activity Saigon itself. Other jobs were located at various U. S. forces activities throughout the Republic of Vietnam.

The Industrial Relations staff established employee classification, pay and appointment, employee development and employee management relations systems specifically for use in the Republic of Vietnam.

### Commissary Store and Navy Exchange

For the benefit of military units in remote areas, the commissary store maintained "charge accounts." The same was done for some local customers. Requisitions were mailed to the store, where the material was broken out, wrapped, priced and forwarded to HEDSUPPACT's field support section for shipment.

To support an operation of this size, the commissary store maintained an inventory worth nearly one million dollars. The store stocked 1500 canned and packaged items, many varieties of meat and 40 kinds of produce.

Monthly sales amounted to nearly \$650,000, with more than half of this volume being in support of messing facilities, officer and enlisted clubs in the field.

In addition to the main Navy Exchange in the HEDSUPPACT compound, branches were maintained in a Saigon BEQ, the Bien Hoa air base, the Da Nang air base, Tan Son Nhut airport, the Saigon Navy hospital and the U. S. Army Third Field Hospital, which is located just outside Tan Son Nhut. The Exchange also operated a mobile canteen service.

### Provost Marshal Department

One of the HEDSUPPACT commanding officer's primary duties was safeguarding U. S. installations in Saigon and Cholon. The command security forces consisted of two main elements—the Provost Marshal Department and the U. S. Army's 575-man Military Police Battalion.

HEDSUPPACT military policemen were deployed within



**SPECIAL SERVICES** Division provided rest and recreation flights for battle-weary personnel to nearby countries.

the Saigon and Cholon area. Working with Vietnamese police, they provided anti-terrorist security for U. S.-manned structures and hotels. In Saigon, these number more than 190.

(Military policemen are also assigned to the U. S. Embassy. Their job includes providing personal security for the Ambassador and Deputy Ambassador. They are also assigned as guards for money shipments. A standby force is on continuous alert for swift reaction to terrorist activity and other emergencies.)

A U. S. Navy explosive ordnance disposal team worked with the Provost Marshal in inspections of buildings and areas for Viet Cong bombs and explosive devices. The team was also charged with disarming discovered devices.

Two chief petty officers, also working for the Provost Marshal, served as fire marshals in the Saigon and Cholon area. They conducted constant inspections of installations for fire safety hazards and maintained fire-fighting equipment.

Roving motor patrols of the metropolitan area of Saigon by HEDSUPPACT military policemen, in conjunction with the Vietnamese police were another Provost Marshal department activity. Patrols consisted of a Vietnamese policeman and MPs from the armies of the U. S., Australia, New Zealand and Korea. They also

**ELBOW ROOM**—When project is completed there will be more than 100 of these warehouses for storage.





**RINGER**—A "ring of fire" is formed as guns of *USS Samuel N. Moore* (DD 747) blast VC supply and staging areas.

joined Vietnamese harbor police crews in patrolling the Saigon River.

All Vietnamese nationals hired by U. S. forces in Vietnam received security checks through the HEDSUPPACT Provost Marshal department. The department received, along with the Medical and Public Works departments, numerous citations for rescue and crowd-control work at sites of Viet Cong bombings.

### Secondary Mission

Almost everyone in HEDSUPPACT was voluntarily involved in the Vietnam conflict's second dimension, civic action.

This was basically a people-to-people program, with the emphasis on working against the Viet Cong.

Navy men based in Saigon volunteered off-duty time to work with Vietnamese civilian victims of the war. These are displaced families or whole villages, widows and their children, orphans, crippled children and adults, and other victims of the Viet Cong. Some of the volunteer operations took the Navy men into areas still under Viet Cong control.

Project Handclasp clothing and material went to remote areas such as the highlands of central Vietnam, where displaced Montagnard tribes are being resettled, and to lonely orphanages up-country where Viet Cong assaults are a constant possibility.

HEDSUPPACT's dental department was one of the first to organize volunteer teams to visit villages and hamlets on weekends. The teams usually consisted of two dentists and two dental technicians. They performed minor surgery to relieve toothaches and halt infection. In a typical 10-hour day, the two dentists would treat as many as 200 Vietnamese patients. They also treated Viet Cong prisoners.

The dental department also was involved in making prosthetic devices for wounded soldiers at the Vietnamese military hospital at Cong Hoa, in the Saigon outskirts. This was also done during volunteered off-duty time. Navy dentists also began a program of teach-

ing Vietnamese medical staff members the art of fabricating these devices.

For their work in the field and at Cong Hoa hospital, HEDSUPPACT's responsible officers and enlisted men in the department were awarded the Vietnamese Medal of Honor, First or Second Class, before their departure from HEDSUPPACT.

**S**PECIAL SERVICES conducted weekend entertainments for the Vietnamese military wounded at Cong Hoa. These included variety shows, comedy and musical acts, and organized sports such as baseball and volleyball.

In April 1965, when a fire destroyed a block of houses occupied by Vietnamese soldiers assigned to guard the Navy waterfront warehouse in Saigon, Supply Department sailors launched Project Rebuild. They drew plans for a completely new family housing block, went on a search for scrap building materials and eventually were able to assist the homeless soldiers in rebuilding their homes. The result is that Chach Hung compound has 34 new family dwellings which were occupied in November 1965.

Navy Seabees from HEDSUPPACT's Public Works department became aware of an orphanage operated by a Canadian priest and two nuns five miles outside of Saigon. The priest was doing his best to take care of his charges on a budget that allowed only seven cents a day for each child's care. The patched-up buildings were clean, but they leaked and were in poor repair.

Using equipment borrowed from contractors, the Bees worked weekends at the orphanage and are credited with considerably improving the roads and buildings. On the weekend drawing boards are two new buildings for housing some of the orphans.

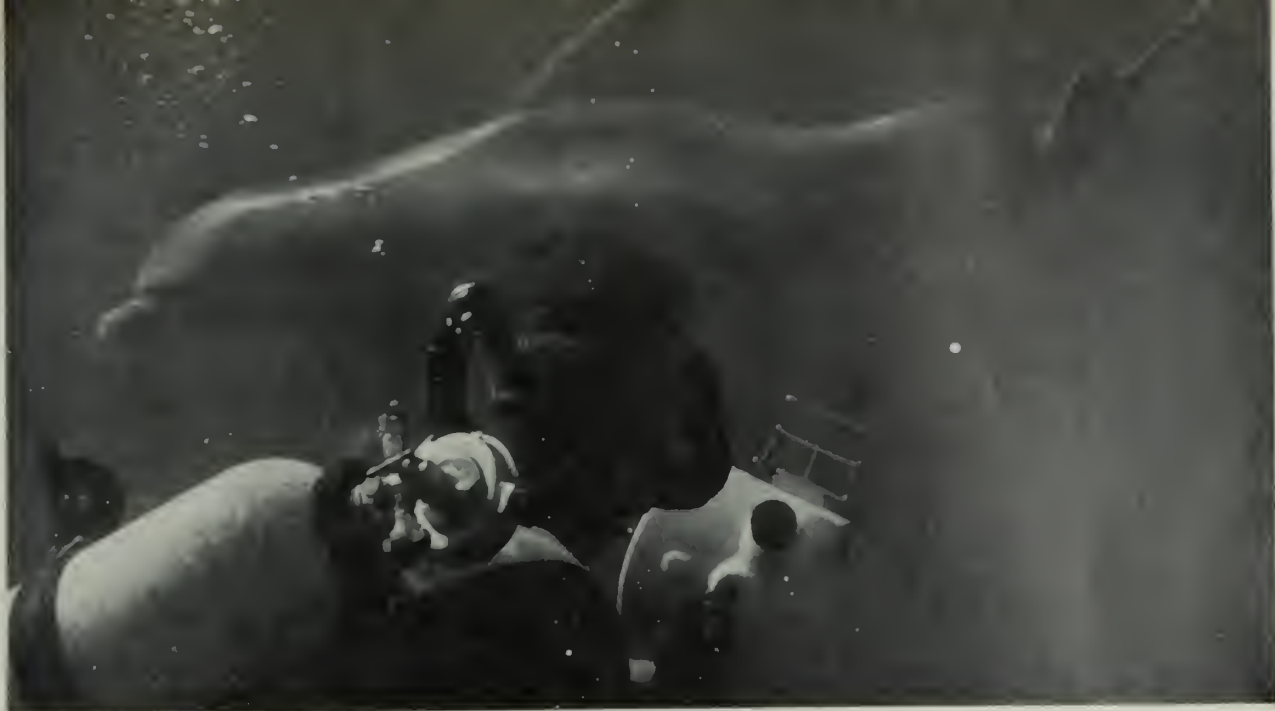
One of the more pleasant and rewarding people-to-people contributions has been the reconstructive program established by a plastic surgeon at HEDSUPPACT's Navy hospital. Children with congenital defects, such as cleft palate, have been brought in from as far away as Da Nang and Rach Gia for treatment. The mother or other family members of the child are boarded in the hospital during the preoperative and postoperative period. On one occasion, a 15-year-old boy underwent a successful operation which corrected a heart and lung condition.

These are only samples of what HEDSUPPACT has done unofficially. Many of the off-duty efforts went unpublicized—but publicity was not the aim. The product of the individual and collective good will remains a tighter bond with a war-ravaged people.

HEDSUPPACT had as its motto "Service to the Services." This reflects the kind of command it was and its multiservice mission. The command was U. S. Navy, but was staffed by members of all branches of the armed forces, and their work involved rendering support primarily to people and units that were not Navy.

*The foregoing has covered only those Navy responsibilities for logistical support centered around the Saigon area of Vietnam. The Navy's role in sea operations and sea support to the armed forces ashore has been told in previous issues. Another naval support activity is growing rapidly in the Da Nang area. There's a huge challenge awaiting every Navyman in Vietnam, whether at sea, with the junk forces and gun fire support ships or the joint military command ashore.*





POSING PORPOISE—Diver photographer Charles C. Curtis, PH2(DV), shoots footage of Tuffy swimming underwater.

## Underwater Cameramen

**A** PORPOISE breaks water and stands on its tail for a tidbit of fish from his trainer. He's an unusual animal—Tuffy by name, trained by the Navy for the Sealab II Project.

A moment later a diver surfaces nearby, hands his camera to an assistant and climbs out of the pool. He belongs to a group which is also rather unusual, the photo diving team at Point Mugu, Calif.

The team is led by Harry Kulu, Photographer's Mate Second Class (diver). Kulu, a stocky Hawaiian from the island of Kauai, has been diving for the Navy since 1957. His

teammates are Charles C. Curtis and Howard A. Trotter, both second class photographers, both experienced divers. All three are qualified for hard hat and scuba diving.

Besides taking still photographs and underwater movies for Sealab II the trio works in support of underwater projects sponsored by the Naval Missile Center and Pacific Missile Range.

Lately the divers have been porpoise-conscious. They've photographed the facility's training activities and taken photos during porpoise hunts off the California coast near

the Channel Islands.

Other assignments are related to the Hydra project. The divers record underwater missile launchings on film or video tape. Occasionally they take part in tests designed to determine man's limitations underwater.

Another recent project was a photographic survey of the Farnsworth Bank, an underwater mountain range between Catalina and San Clemente Islands. The photos, taken from the DS-2 diving saucer, were useful in a Navy project to lower two scientists to the ocean floor in a clear plastic sphere.

THREE-MAN photo diving team at Point Mugu, Calif., takes pictures of underwater project of the missile center.



Howard A. Trotter, PH2(DV), USN



Charles C. Curtis, PH2(DV), USN



Harry Kulu, PH2(DV), USN



BRAIN WORK—Radarman feeds coordinates to computer. Rf: OIC monitors communications between facility, planes.

## FACSFAC—FOR FLEET

**L**OS ANGELES FREEWAYS are not the only heavy traffic areas in Southern California—it's becoming more crowded upstairs all the time. Although things haven't yet reached the traffic jam stage, the sky around San Diego is usually very busy with military aircraft on training flights.

A pilot maneuvering a swift jet fighter around such a congested area needs plenty of elbow room.

Now a pilot can enjoy that sense of confidence, relying on a new control center called FACSFAC (Fleet Air Control and Surveillance Facility) to guide him.

FACSFAC uses radar, computers and voice communications. Radar provides the eyes for the system, with sites set up on Point Loma peninsula, at NAS Miramar and, in the near future, on San Clemente Island some 70 miles off the San Diego coast. Computers play their usual superhuman role.

LINEUP of surveillance consoles shows positions of all aircraft that are flying in FACSFAC's control area.



In the control center on North Island, eight consoles are operated around the clock. Each console operator scans a segment of air space, picking up on his radar-scope any aircraft entering his area. He records a symbol for each plane entering his viewing screen.

The pilot then reports the plane's operating area, altitude and other flight plan information to the console operator, who in turn feeds this data into a central computer. This new flight plan entry activates an automatic probe, or inquiry, within the computer.

**S**INCE ALL OTHER flight plans of aircraft operating in the general area are similarly recorded, the computer can immediately send a warning signal to the console operator if the flight path indicates a possible collision.

With the flick of a switch the operator can quickly contact the pilot and warn him of impending danger.

Using this triangular surveillance system—involving pilots, console operators and computers—pilots can be supplied a wide variety of information, including instant coordinates of their position and warnings of such hazards as unscheduled gunnery practice or missile frings.

Providing a protective wing for a large brood of aircraft is not FACSFAC's only responsibility. The new facility, under operational control of Commander Fleet Air, San Diego, is also a coordination center to assist area commanders in antisubmarine warfare exercises, air defense alerts and search rescue operations.

To perform these multiple roles, FACSFAC maintains an up-to-the-minute display showing the positions of aircraft, surface vessels and submarines in the area.

With a system of numerous hot lines to operational control points of various commands throughout southern California, FACSFAC can provide the information.

If asked to help in an ASW operation, the control center can provide surveillance of, and communications





MAINTENANCE of electronic gear is a full-time job.

# AIR CONTROL

with, ASW forces to clear their routes and operating areas of interfering traffic.

A similar service can be given to the local North American Air Defense commander when FACSFAC is requested to help in an air defense alert.

**A** PILOT BOBBING in the sea after ejection is one who might well be thankful that the new facility has gone into operation. In its search and rescue role, FACSFAC acts as the rescue coordination center, directing the nearest forces to the scene, providing radar control for search patterns and, in general, helping the Coast Guard or naval forces effect a speedy rescue.

At FACSFAC, the main control room resembles a war room. A dark purple glow covers a 20-foot control desk from which all the center's operations are directed.

A score of technicians walk briskly about, answering telephones, checking scopes and constantly updating the status boards that fill three walls. The intense activity lends an air of excitement and efficiency to the somber atmosphere.

Overlooking the control room is a glass-enclosed gallery. Here, visiting military observers are able to watch local air operations without hindering the activity below.

In an adjacent room is a long row of surveillance consoles, each manned, where the greatest surge of observable activity is an occasional twisting of a dial or push of a button. The console operators have a tedious job, but the results are worth the effort.

The facility now has one computer; eventually it will have three. The FACSFAC concept is presently operating as a pilot program to observe its value. Originally it was recommended that the Navy establish similar inter-connected facilities at strategic locations on both the East and West Coasts.

When and if that day arrives, it will mean that FACSFAC has lived up to the expectations that it would improve safety in the air.

—Jim Teague, JO1, USN



SPEAK TO ME—Technician adjusts tape on computer.

Below: Main control room is facility's nerve center.



# LETTERS TO THE EDITOR

## After Vietnam—What and Where?

SIR: Is any special consideration with respect to next assignment given to personnel serving in Vietnam for a year or more? I am presently serving in Saigon with COMSEVENTHFLT Detachment C.

I was under the impression that after serving on shore duty in Vietnam I would have a good chance of getting a duty station of my choice when I leave. I heard this from a couple of sources which I consider reliable. Is there anything to it?

I have read that a person serving 12 months or more in Vietnam is guaranteed the United States coast of his choice and cannot be sent back to Vietnam within a short period of time. Is this still in effect? Also, does the fact that I did not volunteer for Vietnam have anything to do with the above questions?—L. W. D., ETR3, USN.

• "A good chance" is a good way to put it.

*It depends whether or not you are eligible for shore duty, since Vietnam-based personnel are still part of the Seavey-Shorvey system. If you are eligible for shore duty, you will be given priority for shore or overseas duty in the area of your choice. Your assignment must meet the current requirements ashore, but every effort will be made to comply with your request.*

*If you are not eligible for shore duty, you will be assigned to your choice of either Pacific or Atlantic Fleet sea duty.*

*In view of the increasing number of people completing Vietnam tours, it would be difficult to guarantee you a specific home port, but if at all possible, you will be assigned to the home port or type of sea duty you request.*

*If you do go to sea, you will not be assigned to a deployed ship or unit, or to a ship or unit scheduled to deploy within three months of your reporting date unless the assignment is approved by the Chief of Naval Personnel.*

*Whether or not you volunteered for Vietnam duty has nothing to do with your next assignment. (See BuPers Notice 1306 of 27 Sep 1965).—Ed.*

## Active Duty Credit

SIR: BuPers Manual, Art. C-13404, states that all active duty performed after 9 Aug 1956, including training duty, is creditable for transfer to the Fleet Reserve.

My question is: Are periods of temporary active duty (150 days or less) creditable as active duty for transfer to the Fleet Reserve? If so, could an individual who has completed a total of

19 years and six months of temporary active duty be transferred to the Fleet Reserve, or would he have to wait until he reaches age 60?—W. H. H., PN1, USNR.

• All periods of temporary active duty are creditable for transfer to the Fleet Reserve. Personnel are eligible for transfer to the Fleet Reserve upon completion of 19 years and six months of active service regardless of age.—Ed.

## Exams and Leave

SIR: Two questions, please:

• About ordering advancement exams—A command must order advancement exams about two months before the exam cycle begins. The number ordered is based on the total individual recommendations made by the commanding officer.

However, a candidate is not required to complete the necessary courses and practical factors until one month before his exam date. This results in many cases where exams ultimately have to be destroyed due to ineligibility of men who fail to complete the required courses before the deadline.

Isn't there some way the Navy could cut down on the number of wasted exams?

• About crediting leave—I have noted that in some service records a minus (-) leave balance on 30 June, when entered on the page eight leave record, is circled. I have also seen an illustration of this in BuPers Manual, but have not seen anything in writing requiring it.—C. E. L., PN3, USN.

• The point raised by your first

question is not considered a problem by the Navy. Requests for examinations must be received by the Naval Exam Center in time to allow processing and shipping—accordingly, the two-month lead time. If all requirements for eligibility were to be fulfilled by this early date, however, it would, in many cases, allow a man seeking advancement to E-4 only a month or so to complete the requirements after his advancement to E-3. The Navy depends on good planning and an adequate training program at the command level to insure that those who are recommended complete their eligibility requirements before the deadline.

Your second question is answered by "BuPers Manual." Article B-2213 (6) (d) states in line three, "enter the balance preceded by a minus sign (-) and circle the entry."—Ed.

## Family Separation Allowance

SIR: I am trying to determine whether or not I am entitled to the family separation allowance (FSA). My ship is homeported in CONUS, but my family lives in the Philippines. My wife receives an allotment. When my ship leaves its home port for more than 30 days, am I entitled to the extra money? Several disbursing clerks tell me I am, but my DK thinks otherwise. —M. F. P., SK2, USN.

• You are probably entitled to FSA-S. At least, nothing in your letter indicates you are not.

Further information concerning FSA may be found in the September 1964 issue of ALL HANDS (page 42), or Sec-Nav Inst. 7220.46.

Generally speaking, if a Navyman with dependents is on board a ship deployed more than 30 days away from home port, he is entitled to the family separation allowance providing: (1) he is not legally separated or divorced; (2) his dependents do not live in public housing; or (3) his dependents do not live within a reasonable commuting distance of the ship's location while away from its home port.

You are allowed to visit your family for up to 30 days without losing FSA for that period. Therefore, if you are entitled to FSA (which is probable) you will not be entitled to it at any time your ship visits the Philippines, near your home, for a period of 30 days or more.

If you have further problems, ask your disbursing officer to write to Office of the Navy Comptroller.—Ed.

## Automatic Advancement

SIR: I reenlisted as an E4 under the Selective Training and Retention Program, and I am now attending Commissaryman and Steward B School. Will I automatically be promoted to E5 when I graduate? The school yeoman told me that I have to be near the top of the class.—R. L. L., SD3, USN.

• Relax. You'll be adding another stripe before you know it. Under the provisions of BuPers Inst 1133.13B, when you complete B school (regardless of your standing in the class), you may be automatically advanced to E5, provided you qualify in all other respects.—Ed.



## Capitaine's 78 Golden Shellbacks

Sir: I can't tell you the origin of "Golden Shellback," but I can describe how the 78 crew members of the auxiliary submarine *uss Capitaine* (AGSS 336) attained the title during a 1965 deployment.

*Capitaine* was en route from San Diego to WestPac to provide submarine target services to the ASW forces of the allied navies of Korea, the Republic of China and Thailand. After crossing the 180th meridian, all hands who were not already designated as such became Golden Dragons, having entered into the mysteries of the Far East for the first time.

Later in the year, while en route to Brisbane, Australia, *Capitaine* crossed the equator. The ship laid to while His Majesty King Neptune convened his court on board and found the 63 lowly pollywogs of the crew acceptable for initiation as Trusty Shellbacks.

On our homeward journey from Australia to San Diego we again crossed the equator—this time at the 180th meridian. Neptune sent his scribe Davey Jones to welcome us and we were greeted thus:

"Attention all hands. This is Davy Jones speaking. We are about to enter into the Domain of the Golden Shellback. Although there are many seamen in the world who have entered into the Domain of the Trusty Shellback, very few have been given the honor of entering that exclusive domain of the Golden Shellback.

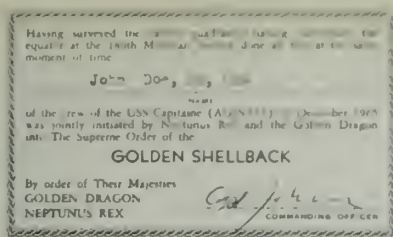
"To pay homage to Neptune Rex, we are not soliciting His Majesty to come up out of the sea to greet us. Rather, we are going down to meet him and his royal court. To say that you have crossed the 180th meridian at the equator is one thing, but to be able to say that you have sailed *under* that point is indeed an honor that can be bestowed only upon submariners."

So we dove. The event was commemorated with a statement in each man's service record; wallet-size certificates were also presented (see illustration in column above).

The Golden Shellback ceremony was carried out as prescribed by a member of the wardroom who was already carrying the designation. He became a Golden Shellback while serving in *uss Charr* (SS 328) in 1957, apparently under similar circumstances.

A check with our senior Golden Shellback and with more experienced crewmembers failed to reveal the source of the designation. One crewman who became a Shellback in 1943 while serving in submarines said he had heard of the designation (Golden Shellback) at that time, but had no idea how it originated nor the official qualifications (if any) for being so designated.

In view of the above, we of *Capitaine* are considering ourselves Golden Shellbacks until such time as official docu-



ments prove otherwise.—Jimmie E. Brooks, YN2(SS), USN.

• *Acast, Mate, we can fair smell the salt breeze as we harken to your tale.*

*It's a good yarn, and much appreciated. And about that return voyage when you crossed the equator at the International Date Line submerged—we like people who try harder.*—Ed.

## Weekend Discharges

Sir: The Navy does not discharge or separate men on Saturdays, Sundays or holidays. I am not certain if this practice is simply traditional or if it has legal aspects.

According to the *BuPers Manual* (article C-10317), "... in order to permit separation on a day other than a Saturday, Sunday or holiday or to permit discharge and reenlistment on consecutive days other than a Saturday, Sunday or holiday ..." early separations are authorized. The article goes on to say early



MECHANICAL MUSCLES of "Hardiman" will enable operator to lift 1500 pounds by exerting only 40 pounds of force. Machine was developed under Office of Naval Research contract, can perform variety of jobs.

separation for this reason should normally not be effected more than three days prior to expiration of active obligated service.

My impression is early discharges may be given, if the command desires, but that discharges or separations on weekends or holidays would not violate regulations.—B. R. J., PN1, USN.

• *You are correct. Navy men are usually not separated or discharged on weekends or holidays because of the inconvenience which would occur both to the Navyman and to the Navy. But it's strictly a matter of choice, not regulation.*—Ed.

## Decommissioned BBs

Sir: We here in Chu Lai have very little access to reference material, so we would like you to clear up a couple of points for us. What are the origins of the nicknames "battlewagon" and "man-o-war"? Did they ever denote the same type of ship? What were the last five battleships to be decommissioned?—H. D. L., HM2, USN.

• *The last five battleships to be decommissioned were:*

| Battleship                          | Commissioned | Decommissioned |
|-------------------------------------|--------------|----------------|
| Iowa (BB 61)                        | 22 Feb 1943  | 24 Feb 1958    |
| New Jersey (BB 62)                  | 23 May 1943  | 21 Aug 1957    |
| Missouri (BB 63)                    | 11 Jun 1944  | 26 Feb 1955    |
| Wisconsin (BB 64)                   | 16 Apr 1944  | 8 Mar 1958     |
| Mississippi (AG 128)                |              |                |
| ex-BB 41 (redesignated 15 Feb 1946) | 18 Dec 1917  | 17 Sep 1956    |

The term "battlewagon" has only been applied to battleships, while "man-o-war" is a collective term meaning warship. As of now we have not been able to trace either term accurately to its origin. Man-o-war goes back, of course, into the early Navy. Any information from experts in the Fleet would be appreciated.—Ed.

## "A" School Waiver

Sir: It is my understanding that personnel enlisting in the Navy under the High School Graduate Training Program are guaranteed a Class A school, or Class A level training, provided the applicant remains qualified by performance. Is there any directive which states that this guarantee can be waived?

My reason for asking is that a young man recently received in my division seems by his service record to have waived his guaranteed school for assignment in the seaman apprenticeship field. This seems to me to be a poor bargain, and I am wondering what can be done about it.—W. H. H., LT, USN.

• *Not much. At any time before he receives the guaranteed schooling, he may request that his school guarantee be waived in favor of on-the-job training. True, he may still submit a request for a Class A school, but there is now no guarantee of assignment.*—Ed.



**AWARD WINNER**—LCDR Harrison D. Willcuts, MC, salutes Vietnamese general as he is given the Vietnamese Medal of Honor, First Class, for hospital work.

### What to Do with Those Orders

**SIR:** A lieutenant at our command recently received orders to Kingsville, Texas. He requested that his orders be changed and his request was granted when he received orders (canceling the original ones) to Lemoore, Calif.

**My problem:** What to do with the first set of orders.

The way I see it, there are three courses of action. I could deposit the Kingsville orders in the circular file, I could return the canceled orders to BuPers or I could file them in the lieutenant's record.

Which is correct?—L. E., YNC, USN.

• *Your last alternative is the best of the three, but it's only partially correct. You should file a copy of the orders in the officer's jacket and, if such a file is maintained, in the officers' orders file. The original and copies of the orders should be given to the lieutenant for his personal file.*

*Copies of the orders left over should be destroyed and (great shades of SCRAP) not sent to BuPers.—ED.*

### Sea Duty Commencement Date

**SIR:** The way I figure, I commenced my present tour of sea duty in May 1959. In February 1963 I reenlisted under the SCORE Program and converted to electronics technician, returning to sea upon completion of ET Class A school.

The last Seavey list published indicates that the cutoff date for ETN2 is December 1962. My command received a Seavey card for me, but returned it to PAMILANT, stating I was ineligible for shore duty.

The ship's personnelman (I believe he is the only PN serving in submarines) could not give a satisfactory

reason for this action, other than "I believe I have read that SCORE people have to serve on sea duty for 12 months before becoming eligible for Seavey."

The XO depended on the PN for the straight dope and went along with him. Am I right in assuming that I should be entered in the current Seavey, and if so, how can I convince my XO of this?—J. C., ETN2(SS), USN.

• *The SCORE Program has no bearing on your Seavey status. Since ratings have different cutoff dates, the conversion from one rating to another involves a change in the cutoff date from the old rating to the new.*

*For example, if a BM2 converts to MM2 under the SCORE program, and*



**SILHOUETTE STAR SHOOTER**—Officer of the Deck takes star reading on sextant to figure ship's position.

if the Seavey cutoff date for BM2 is July 1957 and the cutoff date for MM2 is February 1961, then the only operation involving Seavey is adjusting the cutoff date from July 1957 to February 1961.

A check of your record at the Bureau indicates that, as you stated, your sea duty commencement date is May 1959. Your command was informed of this by BuPers letter Pers-E314-RDB-bt of 8 Jul 1963, and your status apparently has not changed since then. There is a certification to this effect on page 13 of your service record. You might invite this to the attention of your executive officer.—ED.

### Transportation for Wheels

**SIR:** I've got problems.

More than a year ago I left Norfolk for a four-month cruise to the South African area. Now I'm in WestPac, and my home port is San Francisco. I haven't been back to the States. My automobile is still in Norfolk.

Like a good sailor, I've checked locally—with the ship's office and the Supply Officer. I've contacted the Naval Supply Center at Oakland, Calif. Everyone seems as baffled as I. Here's my story:

In February 1965 I departed Norfolk in *uss Oxford* (AGTR 1) for a four-month cruise to South Africa. While operating in that area, however, *Oxford* was ordered to report to Subic Bay in the Philippines for duty with the Seventh Fleet.

When the ship arrived at Subic we were told our home port would be changed to San Diego, probably in May. I heard nothing else about this.

That November I received orders—me, personally, not *Oxford*. I was to report to *uss Graffias* (AF 29) at San Francisco. While *Oxford* was in Sasebo, Japan, however, *Graffias* tied up at an adjacent pier so I simply walked aboard for duty.

In the meantime, my car was still waiting in Norfolk for my return.

It seems obvious to me that, somewhere along the line, I was ordered from the East coast to the West coast—I mean from South Africa to WestPac. Does that entitle me to shipment for my car? Or can I get leave and go back to Norfolk to pick it up. I'd just as soon not go back, as I'm not married and have nothing—except my car—on the East coast.

So what do I do?—R. T. S., SM2, USN.

• *Play it cool, just as you've done. You're in luck.*

*The way it works out, the only situation which entitles a Navyman to transportation for his car is a change of home port. Oxford's home port was changed from Norfolk to San Diego on 26 May 1965. You were still aboard then, so you've got it made. You are entitled to government transportation*



for your car (were you married, also for your household goods and dependents) from Oxford's old home port in Norfolk to her new home port in San Diego.

Granted, that still leaves you with the problem of moving your car from San Diego to your present ship's home port in San Francisco, but that's probably preferable to moving it from Norfolk.

As for the practical aspects, you should ask for a statement from Oxford to the effect you were attached to the ship on the date the home port changed. Send this statement, along with a Form DD 828 (available from the nearest naval supply activity) to the Naval Supply Center, Norfolk.

It will probably be necessary to provide the person who moves your car from its present place of storage to the Supply Center with a statement he is acting as your agent.

Now that you know you are entitled to transportation for your auto, your Supply Officer or ship's office can probably help you with the details.—ED.

### A Question of Uniformity

SIR: You've probably answered these questions before, but I must ask again because I feel that Navy Regulations is not clear on these points:

- Do officers salute when covered and wearing civilian clothing? Do enlisted men?
- Do officers salute when uncovered and wearing civilian clothing? Do enlisted men?

Also, Uniform Regulations, Article 1153, seems clear enough to me on the following point, but I notice about half the shore patrol officers wear their brassard on the left arm, and about half on the right arm. Therefore,

- Do officers wear brassards on the left or right arm?

Thanks for your help.—E. V. S., LT, USNR.

- As a general reply to your first set of questions, we repeat a longstanding rule of thumb: Since the salute is the military form of greeting and is the same as tipping one's hat, and since naval personnel do not uncover when out of doors, it follows that you use the military salute when recognizing officers in civilian dress or when greeting civilian friends.

Therefore, seniors in civilian dress, when recognized by a junior, should be saluted when a salute would otherwise be in order. If covered, the senior returns the salute and if uncovered he will not return the salute unless failure to do so would cause embarrassment. It is the senior's prerogative to decide whether or not he should salute.

The junior in civilian clothes and covered salutes seniors both in civilian dress and in uniform, when he recognizes them. However, "Navy Regulations," Article 2110, para. 3, now states that



**ACHIEVERS**—SecNav Commendation for Achievement Awards were given to James Reigel, AVCM, and Bennie Ricks, SDCM, for service on Vietnam cruise.



Navymen, when uncovered, will not salute except when failure to do so would cause embarrassment or misunderstanding.

Insofar as wearing of brassards by officers is concerned, ALWAYS on the right arm, please.

More on the fine points of naval courtesy can be found in the short course presented in the February 1959 issue of ALL HANDS.—ED.

### How Old Are the TARs?

SIR: When did the Training and Administration of Reserves (or Stationkeeper) Program come into existence? I have been told by a friend whom I consider to be an old-timer, that the TAR Program came into existence on

1 Jul 1946, and have seen statements of service which indicate active duty continuously since 1 Jul 1946 as a Reservist.

Just recently, I was told that the TAR Program (Stationkeeper program) was started in the year 1927 and that it was used at four air stations—New York City, Philadelphia, St. Louis and Long Beach. Can you shed any light on the matter?—R. H. M. PN1, USNR-R (TAR)

• There was a Naval Reserve Program before World War II but it was not integrated into the functions of the Regular Navy. The program was, at that time, administered principally by Naval Reservists on continuous active duty.

During World War II, the Naval Reserve Program was discontinued, but it was reactivated on a much wider scope in 1946. This time, the Naval Reserve Program was an integral part of the naval establishment.

To administer the program, a limited number of Naval Reservists having the necessary qualifications were requested to remain on, or return to, active duty. This program was called CAD (for Continuous Active Duty).

When the Armed Forces Reserve Act was passed in 1952, the program was expanded into the TAR Program we know today.

As for a Stationkeeper Program, naval activities which were closed after World War II were said to be in a stationkeeper status and the men who were minding the store (who might be either active duty or Reserve Navymen) were called stationkeepers.—ED.



**FIREFIGHTER**—Engineman Charles W. Mathis receives Navy-Marine Corps Medal for extinguishing sub fire.

### EOD Insignia?

SIR: More than a year ago, ALL HANDS printed an article concerning breast insignia for EOD personnel. Would you please tell me what objec-



**FRAMED** by cranes and pipes, USS Little Rock (CLG 4) sits in berth at Norfolk Naval Shipyard, where the ship is currently undergoing a 32-week overhaul.

tion the Permanent Naval Uniform Board has toward authorizing such insignia for qualified personnel?—R. L. M., LTJG, USNR.

• As you probably know, authorization to wear qualification devices was originally limited to aviation and submarine personnel. This is still true, except that recognition has been broadened to include specialties within the aviation and submarine branches.

The Permanent Naval Uniform Board authorized this extension of recognition because it was considered desirable to acknowledge the association of these

specialties with their parent branch.

Although the Uniform Board has recently considered devices for such categories as EOD, UDT, SEAL, Scuba, frogmen and divers, the Board has been reluctant to approve additional insignia, thereby limiting the number of devices that can be worn throughout the Navy and preserving the neat, uncluttered appearance of the uniform.—ED.

#### Does Air Force Time Count?

SIR: I have a question about the computation of active service for ad-

vancement in rate eligibility. A previous article in ALL HANDS stated that in computing time in service, compute all USN and USNR time, whether or not it was continuous.

At this command there is a man who previously served in the Air Force, and feels that this time should also count as time in service. I have explained that it does not, but he still feels he is being short-changed. Am I overlooking something?—R. N. T., PN1, USN.

• No, you're not. This question has come up in the recent past from other commands, so we'll attempt to set the record straight. Air Force service does not count toward advancement in computing total active service. USN and USNR active time counts, and Coast Guard time counts for any periods that the Coast Guard was operating as part of the Navy. Nothing else counts.—ED.

#### GI Bill for Graduate School

SIR: I have two questions concerning the new GI Bill. Does the educational benefit apply to an officer attending graduate school, and, does it apply if one already has financial support?—R. W. N., LT, USNR.

• Yes, the educational benefit does apply to a graduate student provided, of course, that he meets the eligibility requirements and the VA has approved his course of study.

The answer to your second question depends out of whose pocket the other financial support is coming. If the course of study is not being paid for by the federal government, you should be eligible. However, as the VA administers this program, it would be wise to see them for determination of eligibility—or for any other question, for that matter.—ED.

#### Navy Regs Has the Final Word

SIR: What is the official word concerning proper honors to the colors by people riding in a vehicle? Navy Regulations states that during colors vehicles within sight or hearing of the ceremony shall be stopped, and persons riding in such vehicles shall remain seated at attention.

That seems clear enough. However, two well-known and commonly accepted reference texts, *Naval Customs, Traditions, and Usage*, and *Service Etiquette*, state, in one instance, that passengers will dismount and render honors while the driver remains seated at attention and, in the other instance, that both the driver and the passengers will dismount and render honors. Some clarification, please.—C. H. D., LT (SC), USN.

• This is an easy one. "Navy Regulations" is correct. The texts you mention are indeed commonly accepted, and may be used as an authoritative source But, where "Navy Regulations" and an unofficial reference text conflict, "Navy Regs" will always get the nod.—ED.



**STRANGE CUSTOMER**—USS Shields (DD 596) moored alongside submarine tender Nereus (AS 17) for two-week upkeep period as part of Navy program to diversify tender services for over-all increase in repair ship effectiveness.



## Wrong Flagships

SIR: Usually I enjoy ALL HANDS as a means of keeping in touch with the service, but my feeling of pleasure turned to anguish as I thumbed through the January 1966 issue. The center article entitled "Navy Flagships Past and Present" was good, but the identification of two pictured was incorrect.

That purporting to be *Vincennes* is of course the ship-of-the-line *Columbus*, flagship of Commodore James Biddle when he was commander-in-chief of the East India Squadron. The error here is simply that the wrong half of the picture was used, for *Vincennes* appears to seaward of *Columbus* in the complete painting.

Also incorrect is the identification of *Lawrence*. Perry's *Lawrence* was an 18-gun brig; the vessel shown is the 44-gun frigate *St. Lawrence*. I do not know that the flag at her foretruck was identified as a personal flag, but it may have been since she is said to be a flagship. Actually it is a British ensign, indicating that she is at anchor in a British port.

I suppose that one sailing warship looks much the same as another, to the landsman. I had hoped, however, that sailors would be more knowledgeable.—Robert E. Johnson, Assoc. Prof. of History, University of Alabama.

• You're right of course, Professor, and our researcher looks as if he'd been hit in the face by a bucketful of the crimson tide.

Concerning *Vincennes*, indeed, our cropper came a cropper and used the wrong half of the picture. As for *Lawrence*, you're right there, too. It's *St. Lawrence*. We appreciate your corrections, and our only comment is that we sometimes (rarely) admit to being knowledgeable; infallible—never.—Ed.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Briareus* (AR 12)—The fourth reunion will be held 17, 18, 19 June at the Hotel Jefferson, Atlantic City, N. J. For details, write to Robert W. Amos, Box 660, Wayne, N. J. 07471.

• *uss John Hood* (DD 655)—A reunion will be held in Wildwood, N. J., in August or September. For further information, write to Stephen H. Howell, 59 Tern Rd., Groton, Conn. 06340.

• *uss Louisville* (CA 28)—A reunion is being planned for this year, in Chicago, Ill. Write to S. D. Martinson, 3238 North Schulz Dr., Lansing, Ill. 60438.

• *uss New Mexico* (BB 40)—The

ninth annual reunion will be held on 8 October at the Edgewater Marina Hotel, Long Beach, Calif. For details, write to Frank Slavin, 214 Termino, Long Beach, Calif.

• *Third Special Seabees*—The 16th annual reunion will be held 15, 16, 17 July in De Kalb, Ill. For information, write to Ivo L. Haines, RFD, Genoa, Ill. 60135.

• *North Sea Mine Force*—The 25th reunion of World War I members will be held at the Hotel New Yorker, New York City, on 15 and 16 October. For additional details, write to J. J. Kammer, 54 Walnut Ave., Floral Park, Long Island, N. Y. 11001.

• *Retired Officers Association*—The 18th biennial convention will be held in Twin Cities, Minn., on 29 and 30 September. For information, write to George M. Brown, 358 Cimarron Rd., Palomino Hills, Rosemont, Rt 1, Minn. 55068.

## And They Were A Great Bunch

SIR: I understand there was an AP rating in the Navy between World War I and World War II, held by qualified enlisted pilots. When was the rating in effect and what happened to it? And, for that matter, what did these enlisted pilots do?—J. A. R., BMSN, USN.

• The aviation pilot rating (AP) was established by the Bureau of Navigation circular letter published on 13 Mar 1924. It existed, as a rating, until 1933 and then became a qualification, as diver is today.

After 1933, enlisted pilots held aviation or radio ratings, with the AP attached as a qualification—AOC (AP), for instance. There was an emergency rating for enlisted pilots (ESV) until 17 Apr 1961, when the rating was disestablished.

At last count there were still 43 APs on active duty and in flying status in the Navy.

As for your last question, we could tell you some tales. Perhaps some of the APs in the Fleet, or their crew mates, can add to the accounts of their days in the Flying Navy. When we get the word we will pass it on.—Ed.

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# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



13TH ROUND TRIP—USS *Furse* steams toward home port after Med cruise.

## Now, *Bigelow*, *King* Rescues

A Swedish seaman, safe in a Naples, Italy, hospital, knows just how friendly a sight a U.S. destroyer can be during an emergency. He joins a multitude of merchant seamen from many countries who owe their lives—or at least their good health—to American destroyermen.

In this case, it was *uss Bigelow* (DD 942) and *John King* (DDG 3) to the rescue. *Bigelow*, cruising in the Tyrrhenian Sea, picked up a flashing light message from the Swedish freighter *Benares*, which stated that a seaman on board was seriously ill and required medical attention.

*Bigelow* closed in on *Benares* and dispatched a motor whaleboat to

the freighter. The destroyer's executive officer and chief hospital corpsman went aboard.

After examination, the seaman was taken back to *Bigelow* and given first aid treatment, as the ship sped to intercept *John King*, which carried a doctor. Radio consultation with the doctor indicated that the seaman required hospitalization.

By dawn of the following day the final connection was made on the way to relief. A helicopter from *uss Forrestal* (CVA 59) reeled the seaman up from *Bigelow's* deck. In *Forrestal's* sick bay the prognosis indicated that surgery was probably in order. Further transfer was made to a Naples hospital, where a grateful Swedish seaman completed his medical care.

## EOD Men Are Everywhere

When a plane returning from a bombing mission slams into the arresting cable on a carrier's deck with a 500-pound bomb still tucked neatly underneath its wing, nobody smiles. The chances are that everyone on the flight deck and the ship's island structure has been ordered to take cover—everyone that is, except the Explosive Ordnance Disposal (EOD) men.

Regardless of where they are—on land, at sea, under or above the water, their job is the same—to render safe any fuze, bomb, rocket, missile, mine, torpedo, chemical or explosive which is a potential danger to a ship or its crew.

On board carriers operating off Vietnam, as in many other places, the EOD men are handy guys to have around. On *uss Bon Homme Richard* (CVA-31), for example, the ship's EOD team is constantly on call and ready to go into action within three minutes of any emergency.

The EOD men work with little or no protection except their knowledge. They rely upon preparedness and harmonious teamwork. The EOD men work in pairs and each man in the pair must know exactly what his teammate is doing.

Before the men go to work, they take into account any possible accident or emergency situation and establish procedures to solve any problem in the most efficient and safest way possible.

EOD men leave nothing to the imagination. When they are trained at Indian Head, Md. and Key West, Fla., they work with every foreign or American bomb, fuze and explosive that is known to have existed since the Civil War.

Their first step is to recognize the ordnance which presents the problem and, although they may think they know it well, they check their publications first, for theirs is a job in which one mistake can be enough.

With every change of duty station and/or at three-year intervals, every EOD man attends a two and one-half-month refresher course, and, every six months, he must make a 120-foot dive for 10 minutes, plus

## BUILDERS OF THE NAVY

When the *USS Hausran* (CA 30) was sunk in the Java Sea in 1942, Chaplain George S. Rentz was one of those swimming away from the wreckage. Fortunately, he had a life jacket and succeeded in reaching a liferaft. Since the raft already was overcrowded, he clung to the side but, as others reached this comparative safety, there soon was no more room. Some in the water were wounded; still others were exhausted and were without life jackets. Chaplain Rentz slipped off his jacket and gave it to a young seaman. Saying a prayer for his shipmates, Rentz swam away but remained afloat only a short time.





two shallow water dives of 45 feet for 45 minutes.

Every branch of the Armed Forces has its own EOD units and each branch is responsible for a specific field in demolition work. It is the Navy's job to take care of all harbors, bodies of water, naval ordnance and underwater ordnance.

With bombing missions being flown almost daily from U. S. carriers in Vietnam, EOD men are kept busy seeing to it that the bombs explode in the right places.

### Fresh Water for South Pole

Nuclear power is capable of bringing a constant supply of fresh water to the South Pole. The first U.S. desalinization plant ashore which derives its electrical power from a nuclear reactor has produced fresh water from the sea at McMurdo Station, Antarctica.

Both the nuclear power plant—which also supplies heat to the Antarctic outpost—and the desalinization plant are operated by Seabees.

Fresh water will be more than welcome to Navymen and scientists at the Ross Island base, 830 miles from the South Pole. In the past, the only source of fresh water was melted snow.

The new plant can produce 14,000 gallons of fresh water daily—more than enough to meet McMurdo's needs. The water is stored in a 55,000-gallon tank in a heated building, from where it can be gravity-fed to the camp through insulated, heated pipes.

McMurdo's nuclear power plant has already served Deep Freeze personnel very well. During its two years of operation it has provided electrical power for the 250 Navymen and scientists who winter over and the approximately 1250 summer support personnel.

During this period, the plant produced about 16 million kilowatt hours of electricity. Diesel-powered turbines would have required about 1,300,000 gallons of fuel to equal such an output. In contrast, the fuel core used by the nuclear power plant in a two-year period weighs only 1000 pounds.

A reliable source of electric power also lends a safety feature to the camp. Electric heaters are safer than oil or coal stoves in the windy Antarctic, where buildings frequently contain much wood and



**FAMILY STYLE**—Roy Brumbelow, Chief Aviation Storekeeper, tries hat on his twin brother Troy, who will be promoted to Chief Aviation Machinist's Mate.

canvas, and little water is available for firefighting purposes.

The Seabee crew that winters over at McMurdo to man the nuclear plant usually consists of 22 enlisted men and two officers.

### River Patrol Boat School

Navymen who receive assignments to the Navy's new water-jet river patrol boats can expect to spend some time in San Francisco. A

training detachment from PhibPac has set up shop in the Bay area.

The PBR (patrol boat, river) is a 31-foot fiberglass boat designed especially for use in rivers and shallow water. It is propelled and maneuvered by jets of water. Two diesel engines power the pumps.

The first PBR arrived at the Coronado Naval Amphibious Base last January, and training began immediately. Because of crowded conditions



**NEW CHIEFS OR OLD?**—Three chief boatswain's mates show how mines were laid in "old Navy." Homer Roope, Herman Carter and Edward Sipes, all of Mine Squadron 11, dressed in uniforms of 1880 vintage to celebrate their advancements to CPO on 16 April.



**FIRST TO BE SECOND**—Blimp's glimpse of USS Bon Homme Richard (CVA 31) on her return to San Diego shows first carrier to make two Vietnam cruises.

on the base and the need for nearby rivers and swamps, the training detachment moved to San Francisco in March. At last count the group had 21 of the new boats.

PBR students will receive from five to ten weeks of training, including boat operations at Mare Island. They also go through a course of instruction in counterinsurgency and some receive concentrated Vietnamese language training at the Coronado Naval Amphibious School. As part of the counterinsurgency course, PBR men will receive training in survival, escape, resistance and evasion as well as use of weapons.

PBRs are armed with a twin 50-caliber machine gun forward and a 30-caliber machine gun aft. Their top speed is more than 25 knots.

The propulsion principle used for the PBR is basically that of a jet aircraft. Water is drawn through intake grills in the bottom of the boat and forced out at high velocity through jet nozzles at the stern. As the jets of water emerge from the boat they pass across steering vanes.

Because of its hull design and hydro-jet system, the PBR can reverse its course within its own wake while at top speed. It can be stopped within twice its own length.

### **Elkhorn Is a Real Gasser**

When the situation calls for overtime hours and hard work to do the job at hand, many dormant heroes, of sorts, come to life. One such is USS *Elkhorn* (AOG 7), a ship that is really a gasser. Serving with the Naval Support Activity, DaNang, South Vietnam, *Elkhorn* supplies the gas that keeps the planes flying in the DaNang/Chu Lai area.

The 311-foot gasoline tanker—one of six ships of her class in active service—has established what is possibly a record for quantity of fuel pumped in a four-month period by a ship her size. The 11-million gallon total for that period includes a single month's output of four million gallons.

*Elkhorn* has a shallow draft which permits her to maneuver in as little as 20 feet of water. This enables her to transfer fuel from larger tankers off shore and deliver it closer in, where it is fed to the beach facilities through a submerged pipeline.

The 22-year-old ship was designed to supply World War II amphibious beachheads by means of a floating rubber hose line. Her tanks can carry a 630,000-gallon payload. Although this generally consists of jet fuel and gasoline, there have

been times when her cargo was drinking water for thirsty troops ashore.

Since her commissioning at New Orleans, La., in February 1944, *Elkhorn* has sailed the seven seas. Her first wartime assignment involved delivering cargo from the West Indies through submarine-infested waters to New Guinea.

In 1945, *Elkhorn* shifted her operations to the Philippines, and after a much needed overhaul, returned to support occupation forces in the Far East until March 1947. She continued to serve Pacific forces until long after the Korean conflict.

In August 1956, *Elkhorn* (named after a Nebraska river) steamed through the Arctic Sea and delivered fuel to remote Point Barrow. In 1961 she completed a similar mission to the Antarctic, to resupply McMurdo Station with aviation fuel.

*Elkhorn* relieved USS *Genesee* (AOG 8) in the South China Sea for the second time recently.

### **It Was a Nice Carnival**

One of the fringe benefits well known to every Sixth Fleet sailor is liberty in an area of the world which abounds with good liberty ports.

As a place to have a good time, Nice, France, ranks among the top and, for Sixth Fleet sailors, one of the better times to visit the pleasant Riviera city is during the pre-Lenten carnival season. For Sixth Fleet musicians who participated this year in the city's annual Battle of Flowers parade, tootling was a real pleasure.

There they were—playing "Anchors Aweigh" aboard a flower-covered float as it made its way down the Promenade des Anglais through a barrage of blossoms with which they were pelted by the throngs of merrymakers along the parade route.

While the musicians weren't playing, they, too, got into the swing of things and threw flowers back at the local lovelies who responded with still more volleys of blossoms.

The pre-Lenten carnival has been a big event in Nice for centuries and the Battle of Flowers, although a relative newcomer to the festivities, has become an integral part of the celebration.

The first parade consisted of four floats and its route covered only a short distance. The small parade was



so popular with the native and tourist population, however, that it was repeated during subsequent years, becoming larger and more spectacular with each appearance.

This year's parade consisted of about 25 floats with marching units from all the major Riviera cities. Everyone enjoyed himself and Sixth Fleet sailors who attended the celebration were no exception.

## New Construction

Two more nuclear powered Fleet ballistic missile submarines have recently joined the Fleet, and two surface ships have been launched.

The *Polaris* submarines *USS George Bancroft* (SSBN 643) and *James K. Polk* (SSBN 645) were commissioned at Groton, Conn., bringing the total FBM subs in commission to 35.

The two submarines, like all FBMs, will be manned by two complete crews, the blue and the gold. Both submarines can fire the A3 *Polaris* missile.

*George Bancroft* was launched 20 Mar 1965. She is named for a former Secretary of the Navy (1845-46) who was responsible for the establishment of the Naval Academy.

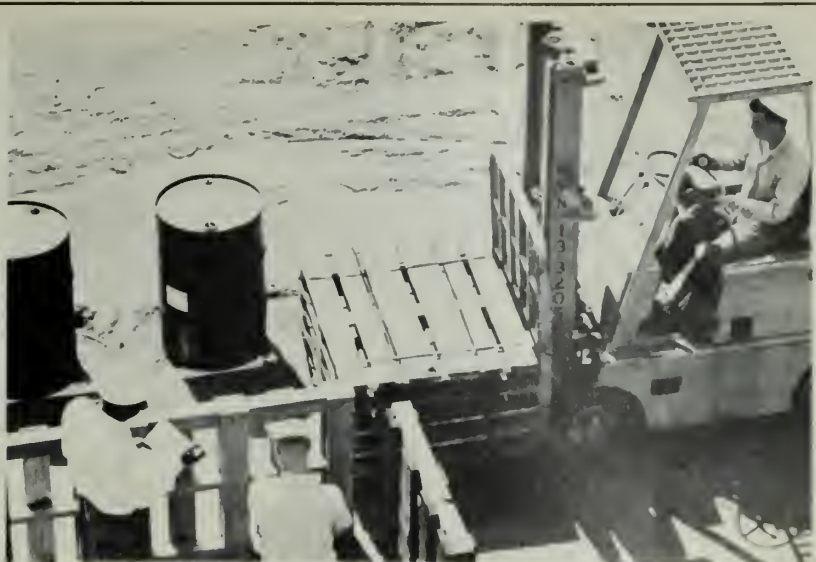
Named for the 11th president of the United States, the submarine *James K. Polk* was launched 22 May 1965.

The amphibious transport dock *Juneau* (LPD 10) was launched at Seattle, Wash. Named for the capital of Alaska, the ship is 570 feet long and displaces 16,900 tons fully loaded.

Her keel was laid on 23 Jan 1965, and she is scheduled for commissioning in March 1967.

Also launched was the guided missile escort ship *Richard L. Page* (DEG 5). The ship is 414 feet long, weighs 3524 tons, and has a 44-foot beam. She is designed for ASW operations. In addition to her conventional gunnery system, she will carry *Tartar* surface-to-air missiles, *Asroc* rockets, and torpedoes. She will also be equipped with the *Dash* drone helicopter.

Richard L. Page came to prominence in the Civil War through his service in the Confederate States Navy and Army. As a brigadier general in the Confederate Army, Page gallantly defended Fort Morgan, Ala., until he was forced to surrender by a land-sea attack by Admiral Farragut and General Granger.



ON THE MOVE—Trainees learn to move thousands of pounds with precision.

## Navy Forklift School

Some Navymen are being taught how to use a fork all over again.

They will take this new knowledge with them to Vietnam, but the forks they use are machines to move cargo, not food.

The forklift driver trainees are being instructed in small classes at the Naval Supply Center, San Diego. The three-day school was set up to train operators for speed and efficiency. The result will be a reduction in loss of time while moving supplies on the docks and in warehouses in Vietnam.

The school has been in operation for 22 years, instructing 20 Navymen a month. However, the Navy now needs to train over twice as many sailors as before.

Depth perception, field of vision and reaction tests start the first full day of training. Safety instruction and movies on the techniques of operating the forklift are given before familiarization with the machine is undertaken.

The second and third days are spent practicing with the equipment. When the students become well acquainted with the forklift, they are placed on an obstacle course and timed. Points are deducted when a student misses a problem on the course, and if too many points are lost it's back to the training course.

—Bob Jones, JO2, USN

Photos by Charles L. Wright, PH1, USN

**WATCH THIS ONE**—Operator practices with forklift as instructor gives pointers. *Rt:* Final exam is a timed run with the fork on an obstacle course.





OUT OF DOCK, work continues pier-side. Below: Ship's screws are repaired.

### Coral Sea Overhaul

A warship such as *uss Coral Sea* (CVA 43), conducting combat operations, must be kept in top operating condition so she can carry out her mission. Periodic overhaul is a time when wires are repaired or replaced, engines are overhauled, weak welds and damaged rudders are repaired, the screws are balanced and repaired, the hull is repainted and a thousand small cogs in a hundred large and small machines are replaced or repaired.

On deck at such a time, the sounds of combat operations, familiar to the crew only weeks before, are replaced by the distinctive sounds of a shipyard.

*Coral Sea's* current routine overhaul at the San Francisco Bay Naval Shipyard consists of testing, repairing and replacing over 2000 electric motors, 150 miles of piping, three and one-half miles of fire hose, almost 3000 miles of insulated copper conductors and almost 3000 miles of welded bead. Many of the 2450 compartments and spaces are being repainted, and about 300 tons of air conditioning are being added to cool the electronics equipment more efficiently and to im-

prove conditions in the crew's living spaces.

During her recently completed deployment to the South China Sea, a 331-day stretch which included 160 days on the line under combat operations, *Coral Sea* and her embarked Carrier Air Wing 15 earned the Navy Unit Commendation and the Admiral Flatley Memorial Award for aviation safety.

Many of the crew worked over 18 hours a day as they chalked up 10,000 combat sorties, more than 160 major strikes, delivered over 6000 tons of ordnance against military targets in North Vietnam and Viet Cong forces in South Vietnam, and carried out 149 underway replenishments during the deployment which saw the ship steam more than 105,000 nautical miles.

When the overhaul is completed, virtually tens of thousands of small and large parts will have been inspected and repaired or replaced as needed. Then *Coral Sea* will be ready to take a carrier air wing aboard for final testing and training maneuvers in preparation for another deployment to the South China Sea and duty with the Seventh Fleet.



### Ney Award Finalists

Early last month the Ney committee members met in Washington, D. C., to choose the nine finalists for the fiscal year 1966 food service competition. During the last few months Field Food Service Team officers have been making evaluations of the 40 messes which had been nominated by their respective type commanders and district commandants.

There are three categories: large messes afloat (serving more than 300 men); small messes afloat (serving less than 300); and shore messes. Some type commanders control ships and stations, or ships in both afloat categories. These select one unit in each category.

After the nine finalists (three in each category) were selected, the Ney committee conducted on-site inspections. In late June or early July the winners will be announced.

The following messes were nominated by the type commanders and district commandants:

#### ASHORE

- NAS Quanset Point, R. I. (CamOne)
  - NS Braaklyn, N. Y. (CamThree)
  - NAF Johnsville, Pa. (CamFour)
  - Carga Handling Battalion, Cheatham Annex, NSC, Williamsburg, Va. (CamFive)
  - NS Mayport, Fla. (CamSix)
  - NAS Carpus Christi, Texas (CamEight)
  - NTC Great Lakes, Ill. (CamNine)
  - Naval Radio Station, Fort Allen, Puerto Rico (CamTen)
  - NAS Miramar, Calif. (CamEleven)
  - NAS Lemaare, Calif. (CamTwelve)
  - NAS Whidbey Island, Wash. (CamThirteen)
  - Naval Security Group Activity, Galea Island, C. Z. (CamFifteen)
  - NS Midway Island (CamFourteen)
  - NS Kadiak (CamSeventeen)
  - Naval Weapons Laboratory, Dahlgren, Va. (Washington Naval District)
  - NS Argentina (CamNavAirLant)
  - NS Guam (CamNavMarianas)
  - Naval Communications Station, Philippines (CamNavPhil)
  - Naval Security Group, Kami Seya, Japan (CamNavJapan)
  - Naval Support Activity, Naples, Italy (CinCNavEur)
- #### AFLOAT (large)
- Wright (CC 2) (CamCruDesLant)
  - Independence (CVA 62) (CamNavAirLant)
  - Amphian (AR 13) (CamSerLant)
  - Guam (LPH 9) (CamPhibLant)
  - Haward W. Gilmore (AS 16) (CamSubLant)
  - Gridley (DLG 21) (CamCruDesPac)
  - Oriskany (CVA 34) (CamNavAirPac)
  - Klandike (AR 22) (CamServPac)
  - Iwa Jima (LPH 2) (CamPhibPac)
  - Prateus (AS 19) (CamSubPac)
- #### AFLOAT (small)
- Semmes (DDG 18) (CamCruDesLant)
  - Geargetown (AGTR 2) (CamServLant)
  - Hermitage (LSD 34) (CamPhibLant)



Aggressive (MSO 422) (CoMinLant)  
 Pickerel (SS 524) (ComSubPac)  
 Hordhead (SS 365) (ComSubLant)  
 McMorris (DE 1036) (ComCruDesPac)  
 Ponchotoulo (AO 148) (ComServPac)  
 Skagit (AKA 105) (ComPhibPac)  
 Force (MSO 485) (CoMinPac)

Last year's Ney Award winners were *uss Oriskany* (CVA 34), *uss Skagit* (AKA 105) and NTC Great Lakes. First runners up were *uss Gridley* (DLG 21), *uss Cochrane* (DDG 21) and NAS Miramar. In third place were *uss Mountrail* (APA 213), *uss Krishna* (ARL 38) and the Naval Construction Battalion center at Davisville, R. I.

## Navyman's Snug Harbor

There's a naval activity in Philadelphia where a sailor's life is pleasant and easy. There are no mess cooking duties, and the food is served by waitresses. Every man has a private room. Near each room is a lounge for television and reading.

If you're about to call Seavey/Shorvey, don't bother. This particular duty is reserved for only the most senior Navy-men—age-wise. In fact, this particular piece of real estate is the Naval Home, reserved for aged or disabled Navy-men, Coast Guardsmen and Marines who need such a haven.

It all began back in 1826, when the Navy's Surgeon purchased a 20-acre plot of land in what is now midtown Philadelphia. The \$17,000 was paid out of a fund, started in 1796, which collected 20 cents from each man in the service.

A more appropriate location would have been difficult to find. The site had been British Headquarters for Lord Howe in 1777, and as the story goes, his officers fought for the privilege of being quartered there.

A Philadelphia architect was commissioned to construct what is now known as Biddle Hall, named in honor of the Home's first governor, Commodore James Biddle. A different commodore, William Bainbridge, was present when the cornerstone was laid in 1827.

Commodore Bainbridge made a speech during the ceremony in which he referred to the home as a comfortable harbor for the veteran Navyman, where, "... he may safely moor and ride out the ebb of life, free from cares and storms by which he has previously been surrounded. He will here cheerfully and proudly live with his own messmates, with the companions of his former

sports, toils and dangers, and where they will animate each other by recounting the pleasures which they enjoyed, the perils which they escaped and the battles which they fought."

Since Biddle Hall was constructed the home has grown considerably. Other buildings have been added, among them Laning Hall which was built to alleviate crowded conditions in 1876. In 1884 quarters were built for the Home's governor, executive officer and medical officers.

The Home has served the Navy in many ways. Just after its construction in 1827, it housed the first Midshipman's School; it has functioned as a naval hospital, a veteran's hospital and, during World War II, as a rehabilitation center.

Today it is presided over by Admiral James L. Holloway, Jr., USN (Ret.), whose long career ranged from destroyer to battleship duty, and whose shore assignments have included those of Superintendent of the Naval Academy and Chief of Naval Personnel. His official title is Governor, U. S. Naval Home.

To be accepted at the Home applicants must be mentally sound with no medical history of psychosis, psychoneurosis or alcoholism. Further, they must be unable to hold a job outside the Home and be in need of assistance, either physical or financial. Preference is given to those who are most deserving. Examples of this category are retired Navy-men, disabled veterans, and the homeless.

For those who are accepted, life (as we said before) is pretty plush. Each man enjoys a private room which he may furnish to his own taste if he disapproves of the regu-

lar furniture provided. Lounge areas are available in each residence wing.

There are no mess cooking details for beneficiaries. Waitresses serve all three of the day's meals, which are prepared to standard Navy menus. The meals, as well as laundry services, haircuts, rooms and three movies a week are free.

Parties and dances highlight the spare time recreation program.

A man may be assigned duties at the Home if he is physically qualified. These duties might include a telephone watch, a turn at guarding the gate, office work, or even some cleaning. All these jobs pay extra money entirely separate from any retired or veteran's check he might receive.

All money either earned or received by the beneficiary is retained by him, and he is free of financial obligation to the Home. There is, of course, plenty of liberty to visit Philadelphia and the surrounding area. Leaves are granted for up to one year for those desiring a long vacation.

A naval dispensary is maintained in Biddle Hall with a complement of a full-time Navy medical officer, eight hospital corpsmen and three civilian attendants. A hospital corpsman stands an on-board watch 24 hours a day in the home's infirmary. If a man becomes seriously ill, he may be transferred to the Philadelphia Naval Hospital, only minutes away.

If you know of someone who you think might qualify for this type of duty, you might suggest that he write to: Governor, U. S. Naval Home, 24th and Grays Ferry Ave., Philadelphia, Pa. 19146.

—E. R. Harrison, JOC



ON DECK—USS *Frontier* crew stand on deck as ship enters Long Beach.



**WRIGHT WAY TO LAND**—Helicopter Squadron Four crew made 1000th landing on USS Wright (CC 2). Chopper's crew was given party for the occasion.

### Dyess to the Rescue

A couple of civilian aviators from California were mighty glad *uss Dyess* (DD 880) was cruising some 300 miles northeast of Pearl Harbor as they passed by. At any other time, *Dyess* would have been just another ship on the broad expanse of the Pacific but, at that particular time, the plane's twin engines threatened to cough and give up the ghost.

When the engines began getting gas in erratic spurts, the pilot dropped to a lower altitude for increased cruising range. He found, however, that there simply wasn't enough fuel reaching the carburetors to bring the craft in.

A distress call brought search and rescue aircraft from the Air Force and Coast Guard installations at Hickam AFB and Barber's Point but conditions for air rescue were not the

best with heavy rain and waves 10 feet high.

When the plane's pilot spotted the Navy destroyer, he circled *Dyess* for about 30 minutes to burn excess fuel, then landed about 1500 yards ahead of the ship. Navy swimmers pulled the two men from the plane and brought them aboard.

### CVA Choppers to the Rescue

*uss Forrestal* (CVA 59) had been at sea for three days en route from Athens, Greece, to Taranto, Italy. For the crew, the days had been busy, and a full night's sleep was just something to think about. Everyone was looking forward to liberty in Italy the next day.

When dawn broke, however, land was nowhere in sight. After the crew was mustered, the public address system announced that *For-*

*restal* was engaged in a search operation for an Air Force plane which had disappeared while en route between Turkey and Italy. *Forrestal* and her escorting destroyers, *uss Conyngham* (DDG 17), *King* (DLG 10) and *Allen M. Sumner* (DD 692) had begun patrolling, keeping a careful watch for some trace of the missing plane.

When hope had begun to fade, word was received that the stricken plane which carried nine officers and an Air Force enlisted man had been located near the top of a snow-covered mountain in the Greek Peloponnesian peninsula, and there was evidence of four survivors.

In short order, two helicopters were dispatched by *Forrestal* and flew to a staging area at Araxos Field in Greece, 30 miles from the crash site. *Elb Tracers* also left the ship to direct the helos to the scene.

When the choppers arrived, the temperature was below freezing and 40 mph winds whipped the rocky peak.

The helos made several unsuccessful attempts to land and finally dumped fuel to improve maneuverability. They managed to touch down several hundred feet from the wreckage.

A group of Greek mountain climbers, who had arrived earlier, helped to carry the survivors to the two Navy helicopters, which flew three back to Araxos. An Air Force chopper flew the remaining survivor away from the crash site minutes before a fierce snow storm enveloped the peak.

Commented one of the rescued men as he was being treated by the doctor from *Forrestal*, "I knew those carriers would come through."

**UDT 21 FROGMEN** practice putting flotation collar on NASA capsule in preparation for Project Apollo space shot.







SEARCHING—Sea King moves for another check. Rt: Mission completed, copter returns. Below: Crewman lowers sonar.

# Chasing Goblins

**T**HERE'S A GOBLIN out there. Find it.

In a ready room aboard *uss Hornet* (CVS 12) two helo crews check their time, note the weather, copy down the sea state, the ship's course and speed, the flight leader's instructions. Other crews, in other ready rooms, do the same.

On deck the helicopter crews pre-flight their SH-3A *Sea Kings*, jet powered ASW helicopters. The helos launch first, then the fixed wing S-2 *Trackers* with their MAD gear. All head for the datum, the last known point of contact with the submarine. First group there drops a smoke flare.

Meanwhile, the sub has been hurrying elsewhere. The two heli-

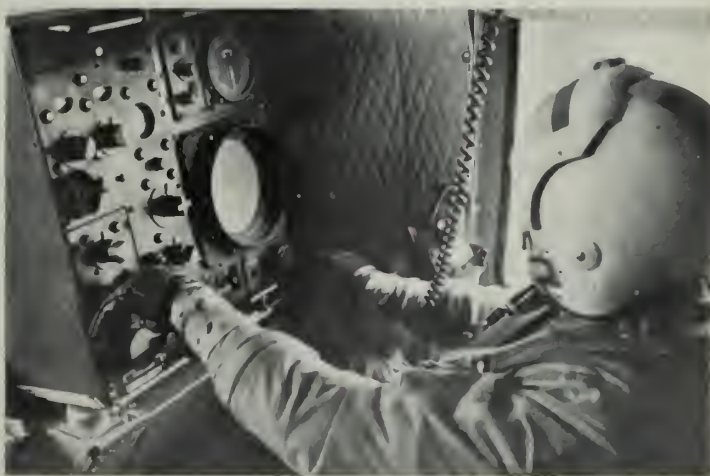
copters break formation as they reach datum. Their job is tracking and hold-down—preventing the sub commander from surfacing or coming to periscope level where he could shoot at the flattop or her screening ships.

At regular intervals the helos hover and dip their sonar bells. If the pings get a return the two enlisted ASW technicians compute the range and bearing, then pass the word along to the pilot, with their interpretation of just what is down there.

Under wartime conditions, the sister helos would drop depth charges or torpedoes at the first contact with a sub. This being an exercise, dummies and smoke flares are dropped instead.



ALL EYES—While tracking a sub copter's crew must keep constant watch on both gear and gages in the chopper.



Brief news items about other branches of the armed services.

THE ARMY'S NEW light observation helicopter, the OH-6A, did itself proud in flights conducted under the supervision of the National Aeronautic Association (NAA).

It has, in fact, claimed 12 new speed records and three each for distance, climbing and sustained altitude. The records—all unofficial—were established in three different helicopter classes at Edwards Air Force Base, Calif.

In the medium-weight helicopter class, a record of 172.410 miles per hour over a three-kilometer course was set. This exceeded any helicopter speed record ever submitted to the Federal Aeronautique Internationale except for the largest helicopters.

The recognized medium-weight helicopter record is 123.45 miles per hour. In some cases, the OH-6A doubled the existing records.

The OH-6A set records in three helicopter classes (lightweight, medium-weight and all-helicopters) and, out of the 10 possible records in the all-helicopter class, the OH-6A claimed three. One Russian and two French world marks were exceeded by the OH-6A.

Two of the records claimed in the all-helicopter class were the longest closed-circuit flight ever made by a helicopter and the fastest speed a helicopter has ever flown over a distance of 2000 kilometers.

In distance closed-circuit flight, the OH-6A was flown 1739.836 miles non-stop to break the existing record of 1615.742 miles. A speed over a 2000-kilometer closed course averaged 151.523 miles per hour exceeding the official record of 133.984 miles per hour.

In the all-helicopter class, the OH-6A sustained an altitude of 26,448 feet. There were no previous records. It also flew over a 500-kilometer course at 155.205 miles per hour, exceeding the medium-weight helicopter class record of 105.91 held by a Soviet KA-15.

In the light helicopter class, the OH-6A flew 171.85

**COMBAT CONTROL TEAM** of three Air Force men marked drop zone for Vietnam Airborne Division paratroopers.



**BIG PICK-UP**—Air Force helicopter is loaded with troops and jeep for transportation to a Vietnam combat zone.

miles per hour over a 15-kilometer course compared to the existing record of 123.58 miles per hour.

A speed of 161.208 miles per hour over a 100-kilometer course was also clocked, exceeding a previously claimed 121.70 miles per hour.

The first OH-6A helicopters for operational use are scheduled to be delivered to the Army this year. They are designed to carry out visual observation, target acquisition, reconnaissance, command control and other combat operations.

All the records claimed for the OH-6A have been submitted for approval as official world records to the Federation Aeronautique Internationale in Paris without whose recognition, performance is considered unofficial.

★ ★ ★

THE FOURTH OF A NEW CLASS of Coast Guard rescue cutters, the 210-foot USCGC *Confidence* (WPC 619), has been commissioned at Baltimore, Md.

The 930-ton *Reliance* class cutter will be based at Kodiak, Alaska, where she will be used in law enforcement work in addition to her search and rescue duties. She is equipped with a flight deck which can accommodate the Coast Guard's new "flying boat" rescue helicopter, and carries one 3-inch/50 caliber machine gun forward.

Capable of a sustained speed of 18 knots, she can tow ships up to 10,000 tons.

★ ★ ★

NEW ARMY RECEPTION and training centers will be opened in July at Fort Lewis, Wash.; Fort Bragg, N. C.; and Fort Campbell, Ky. Each of these new centers is designed to accept about 1000 new recruits each week and support an average basic combat training load of about 10,000 men.

Army plans include a total of 15 training centers. Others are located at Fort Dix, N. J.; Fort Leonard



Wood, Mo.; Fort Knox, Ky.; Fort Ord, Calif.; Fort Jackson, S. C.; Fort Bliss, Texas; Fort Polk, La.; Fort Benning, Ga.; Fort Gordon, Ga.; Fort Sill, Okla.; Fort Sam Houston, Texas; and the WAC Training Center at Fort McClellan, Ala.

An estimated 4500 military and civilian personnel will be required to operate each of the new centers.

★ ★ ★

A TIRE THAT IS MEANT TO GO FLAT is being designed by the Air Force. It will be an expandable sidewall folding tire which will deflate after the aircraft has taken off and inflate before landing.

The purpose of the new design is to make landings easier for large aircraft in rough fields by increasing contact between the tire and the ground.

To do this, tire pressures would be controlled so less pressure would be used in the tires as the aircraft uses its fuel and becomes lighter.

The new design also has advantages when a tire has been damaged. While landing, the tire could be kept partially inflated by the inflation system carried in the plane.

Even if the tire were totally deflated, it would fold inward on itself during a landing, thus giving the aircraft a solid tire surface and helping to prevent damage to the wheel and the possible collapse of the landing gear.

With the self-deflating tire, operational cargo aircraft which now require heavy-duty runways could land on

**COOL JOB**—Coast Guard Icebreaker *Northwind* occupied 163 stations in Northern international waters while oceanographers gathered more than 2000 samples for survey.



**ON DUTY**—Coast Guard cutter *Point White* patrols Soirap River south of Saigon, on lookout for unfriendly junks.

unfinished landing strips by substituting the new larger tires and wheels. Rotating seals would be used on or in the axle of each wheel to assure that the tire would deflate rapidly after takeoff and before the wheels are retracted.

The pressure control system for the tires would be carried on the aircraft and would have a pressure indicating device, a regulator for inflating and deflating the tires, and a pressure level selection device for different tire pressures. A sequence switch would keep the landing gear from retracting with the tires still inflated.

Air pressure for inflating the expandable tire would be taken directly from engine bleed air with a pressure boost device. Air would be accumulated and stored during flight.

★ ★ ★

**AN ALL-WEATHER LANDING SYSTEM** which will enable huge fanjet cargo-troop carriers to land safely even in bad weather has been developed by the Air Force and the Federal Aviation Agency. It will be installed on all C-141 *Starlifters*.

Worldwide operation of the C-141, particularly in underdeveloped or combat areas, requires that it be able to make instrument approaches where there are few ground-landing aids.

The new system will enable a pilot to land safely with one-quarter mile visibility and a 100-foot ceiling—considerably less than FAA regulations now require.

The all-weather landing system, while similar to those now being used in commercial aircraft, is more complex because it is more nearly self-sufficient. Its basic function is to program the aircraft's flight path, speed, angle of approach and attitude at various points in the approach and touchdown path. The system will generate and provide the necessary information for landing either to the pilot or the autopilot.

The landing system will be in C-141s which are due for delivery to the Air Force in late 1966. Planes previously delivered to the Military Airlift Command (MAC) will be equipped with the system on a schedule to be determined by the Air Force. The entire program will take from two to three years.



COAST GUARD Hercules circles iceberg. Right: Electrokinetograph helps determine speed and direction of current.

# Tracking the White

**I**T'S STILL NO CINCH to find an iceberg drifting in the foggy North Atlantic—but it's getting easier.

As the Coast Guard started its annual iceberg hunt off the Grand Banks of Newfoundland this Spring, it began using more sophisticated measures than ever before in its efforts to find and track these massive threats to North Atlantic shipping.

To locate the icebergs, the International Ice Patrol—in its 52nd year of operation—uses the radiometric iceberg detector. This device is based on the principle that all matter emits electromagnetic impulses. By measuring the different intensities of the impulses, the detector can identify the object under study as an iceberg or some other floating material.

This identification gives the detector a distinct advantage over radar. The Coast Guard is trying a radar-radiometric combination in which the radar will locate the target and the radiometer will identify it. Detectors have been installed on two C-130 aircraft attached to the air station at Argentia, Newfoundland, present Patrol headquarters.

Once the bergs have been found, they must be marked for easy surveillance from the air. The 1966 Patrol is using a calcium chloride-rhodamine B bomb which is dropped on the berg. The calcium chlo-

ride (a salt) acts as a softening agent, allowing a bright red dye to penetrate about an inch into the ice, thus assuring that the entire iceberg will remain marked in a startling vermilion almost indefinitely.

This is an improvement over the method used last year, when a more romantic but less effective bow and arrow was employed. This involved the use of a dye-filled tube attached to the end of an arrow, which was shot into the iceberg. The tube burst on contact with the berg, leaving a fairly effective stain. However, the stain was relatively small, and only lasted for about a week. With the new bombs the iceberg hunters will be able to keep track of berg movements for a much longer period of time.

**F**UTURE ICE PATROLS will have an even larger arsenal of weapons at their disposal. Presently under scrutiny is the use of satellite photo reconnaissance, with a satellite circling the earth, taking photographs of iceberg positions every 90 minutes. However, photos taken by weather satellites are often diffused and difficult to interpret. By checking satellite photos against visual observations from patrol aircraft, the value of satellite reconnaissance could be greatly enhanced.

Over the years as satellite photos

improve in quality, it is possible that the need for aerial reconnaissance may be substantially diminished. But this is still some time off, and the project is not expected to produce results for a number of years.

As an added means of keeping icebergs under surveillance, the Coast Guard is studying the use of oceanographic buoys to monitor the ocean currents which carry the bergs into the shipping lanes. The buoys are expected to be operational by 1968.

Ever since the Coast Guard began its marine studies of the North Atlantic more than half a century ago, its scientists have been particularly concerned with expanding their understanding of the Gulf Stream and Labrador Currents which play so great a part in influencing iceberg drift patterns.

The 1966 water analysis program will include measurements of temperatures from the surface to the bottom to a limit of 1000 meters. Salinity measurements will also be made to establish the boundaries of the Gulf Stream and the Labrador Current. These studies are expected to yield important information on the size of the currents and their periodic changes.

Eventually the Coast Guard hopes to gather enough accurate scientific data to be programed in an elec-





GETTING READY—Observer prepares to plot icebergs from plane. Rt: Argentia radio station processes information.

# Monsters

tronic computer. If this can be accomplished, iceberg movement can be predicted with greater precision than ever before. The result will be a large dividend in safety for all who travel the treacherous North Atlantic.

**I**CEBERGS MUST be watched. They have withstood all efforts at their destruction, including fire-bombs, gunfire, and chemicals to induce rapid melting. Moreover, the Greenland glacier will apparently never exhaust its supply of icebergs. All that remains is for the Coast Guard to keep an eye on them to see that they don't endanger shipping.

Today's Patrol is a far cry from the original operation which started shortly after the tragic sinking of the *Titanic* in 1912. This disaster led to the convening of the International Safety Conference in London to consider preventive measures. Out of the deliberations the International Ice Patrol was born, and in 1914 it was placed under the jurisdiction of the U. S. Coast Guard. Currently, 17 nations contribute to the funding of the Patrol.

In the years since the Patrol was established, it has taken on an increasingly scientific character. Yet its primary purpose remains what it has always been—to protect North Atlantic shipping. —H. R. Kaplan



SHOOT AND DYE—Arrow with dye marker on tip marked bergs for identification. Below: Oceanographic vessel *Evergreen* has bow for breaking icebergs.



# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **INVOLUNTARY EXTENSION ENDED**—The four-month involuntary extension of enlistment for Navy enlisted personnel is being phased out. Enlistments which expire after 31 Aug 1966 are not subject to a period of involuntary extension. Those expiring on 31 August and before are subject to a reduced extension, except that anyone who began serving a four-month extension before 1 March will complete it.

In addition, the policy of releasing prospective students up to 90 days early has been reinstituted.

These separate actions were announced to the Navy in NavOps Eight and Nine.

The phase-out schedule of involuntary extensions provides for those with a normal EAOS which falls between 1 March and 30 April to serve an additional three months; with EAOS between 1 May and 30 June to serve two additional months; and between 1 July and 1 August, one month. After 31 August, in accordance with Alnav 45-65, there will be no further involuntary extensions.

The above schedule also applies to personnel who are authorized to transfer to the Fleet Reserve on a date after 28 Feb 1966. Officers are not affected by the change.

The early out for college applies to Regular Navymen wishing to enter school for the fall term. The conditions for early release are still those outlined in Article C-10306 of

the *BuPers Manual*. Briefly, they provide that:

- The date of separation must be within three months of the normal expiration of the individual's active obligated service. NOTE: At present, the EAOS includes any period of involuntary extension, based on the above schedule.

- The Navymen must be willing and able to pay his college entrance fees.

- He must have a statement which shows he has been accepted for enrollment as a full-time student working toward a baccalaureate or higher degree. The statement must also show the convening date of classes as well as the registration dates. The school which the student wishes to attend must also be listed in the Educational Directory of the Department of Health, Education and Welfare.

- The applicant's performance of duty must be sufficiently good to merit consideration of his early release and his loss without a replacement must not adversely affect his command's operational readiness.

- The prospective student's commanding officer must assure that he is satisfied the applicant is acting in good faith and not merely trying to avoid service.

• **EXTENSIONS**—As every E-4 knows, he must have one year of obligated service before he can ad-

vance to E-5 and above. If he were on a cruise that was scheduled to last 11 months, he could, according to the *BuPers Manual*, extend his enlistment to get him to the end of the cruise, but no longer. This situation, of course, left him one month short of the required year of obligated service he needed to be advanced.

The *BuPers Manual* will soon be amended to permit Navymen who require the additional obligated service of less than one year to extend. Those who have an established tour date, however, still must obtain approval from the Chief of Naval Personnel in order not to disrupt Seavey/Shorvey.

Here's how active duty enlisted men can agree to extend for less than one year as outlined by the change in the *BuPers Manual*:

- They must meet the reenlistment qualifications given in article C-1403 of the *BuPers Manual*.

- They must agree to extend in increments of one or more months but not more than 11 months.

- The total of all extensions of a single enlistment must not exceed an aggregate of four years.

- They may extend for less than a year only once during a single enlistment unless other such extensions are needed by personnel on sea duty to complete a cruise or deployment, or to obtain enough obligated service for advancement to E-5 or above.

If a man has to execute a second extension for other reasons for less than one year, he should forward his request to the Chief of Naval Personnel for consideration.

- They must have more than six months remaining on their present enlistment (or enlistment as extend-



TAKE A NUMBER FROM ONE TO TEN, and remember to pass ALL HANDS Magazine on to the next man on the list.



ed) unless, while on sea duty they need to extend to complete a cruise or deployment or to obtain enough obligated service for advancement to E-5 or above.

- Those on shore duty will not be permitted to execute short extensions after their shore tour completion date has been established unless they have specific permission from the Chief of Naval Personnel.

The prospective change to the *BuPers Manual* was announced in BuPers Notice 1133 of 11 Mar 1966. The *Manual* itself will be changed, for record purposes, on 30 June.

- **VRB WITH BROKEN SERVICE**—A recent ruling by the Comptroller General clarifies the rules for awarding a variable reenlistment bonus to service members with broken service.

This decision applies specifically to cases involving broken service in any branch of the uniformed services, or more than one term of active service in a Reserve component. It provides that members with more than one term of service in any branch, prior to their first reenlistment, can be paid the variable reenlistment bonus if they are otherwise eligible.

Three examples are cited:

- An individual enlists in the Regular Navy in 1956 for four years and is released to inactive duty in 1960. Two years later he reenlists in the Regular Navy. He is not eligible, nor does he collect the first reenlistment bonus at that time. He subsequently reenlists in the Regular Navy after 1 Jan 1966, maintaining continuous active duty from his second hitch. If he is in a VRB eligible rating he collects.

- A Naval Reservist serves continuously or intermittently on active duty from 1958 to 1966. After 1 Jan 1966 he enlists in the Regular Navy. His continuous or broken USNR service does not bar payment of the VRB if he is otherwise eligible.

- A member has broken service similar to the first example, except that he previously served in another of the uniformed services. He is also eligible for the VRB.

The Comptroller General also held that the \$2000 normal bonus limit specified in the *Navy Comptroller's Manual* applies to calculation of the VRB. This ruling limits the maximum VRB to \$8000 under any conditions and results in a \$10,000 maximum combined VRB and nor-

mal reenlistment bonus for naval personnel.

ALNav 14 announced the above Comptroller General ruling.

- **CALIFORNIA IN LIEU TAX**—A recent decision of the United States Supreme Court may mean money in your pocket if you served in California during 1964, 1965 or 1966. The decision may even affect you if you are stationed there in the future and own a car.

The U. S. Supreme Court held that California may not impose its license fee of two per cent of the market value on a nonresident serviceman's car. Such fee, the court decided, violates the protection extended to you under the Soldiers' and Sailors' Civil Relief Act.

This license fee (frequently called the "in lieu" tax) usually runs between 10 and 100 dollars per year. To facilitate refund of this money to servicemen, the State of California has established procedures for those seeking reimbursement of past payments and provided procedures for those who are newly registering their cars in California. Here is how it works:

If you are stationed in California but are a permanent resident of another state, you may register your car in California yet avoid paying the in lieu tax by submitting a statement to accompany your registration application.

You must state that you are a Navyman on active duty and give your serial number, plus the state, city or town (with street number, if any) in which you claim residence.

Charley Wise, HMCS, USN



"Look at it this way . . . Lincoln started out splitting rails."

This should be done on a Statement of Facts, Form Reg. 256 which you should be able to obtain from any field office of the California Department of Motor Vehicles. The form must be signed either by you or your wife.

If there is any question as to your entitlement to reimbursement of tax paid in a previous year or to an exemption for the current year, you should consult your legal assistance officer.

If the in lieu tax was paid in 1964, 1965 and/or 1966, use an Application for Refund, form Reg. 399 and make it out in triplicate. You should be able to obtain this form from the Department of Motor Vehicles' field offices or directly from the department headquarters at P. O. Box 1319, Sacramento, Calif., 95806.

The decision of the Supreme Court does not prevent California from collecting the basic registration fee of nine dollars (10 dollars for station wagons) currently imposed by the state. Additional information may be available from your LAO.

- **DEPENDENTS GOING OVERSEAS**—If you are considering sending your dependents overseas at your own expense, check with the Bureau of Naval Personnel. In some instances dependents overseas, unaccompanied by their serviceman sponsor, are not entitled to commissary privileges.

Current Status of Forces Agreements with France, for instance, prohibit the use of commissary and exchange facilities by U. S. military dependents who are not accompanied by their sponsor.

The situation usually arises when a Navyman serving an accompanied tour outside of Conus receives orders to a restricted area, such as Vietnam, where his dependents can't accompany him. In such instances his dependents may be transferred at government expense to another overseas area of their choice. This should present no problem since, in this instance, the dependents will be informed of any such Status of Forces Agreements when making travel arrangements.

This would not be the case, however, if you were sending your dependents overseas, unaccompanied, at your own expense. You would then have to request the information either from BuPers or from your local transportation office.

• **MORE, EARLIER ADVANCEMENTS** — If you were advanced in rate as a result of the February exam, you probably had to make a small stores run sooner than you expected.

As a result of a DOD decision authorizing additional Navy petty officers (see AlNav 19), approximately 90 per cent of those making rate were authorized to be advanced on 16 April, rather than in six monthly increments, as planned.

Getting a break too, were 1565 new E-6's who had been listed in the Exam Center's original advancement letter as PNA-passed but not advanced. The Center's revised list authorized them to add another chevron on 16 April.

Also authorized was a time in rate waiver for those personnel advanced in April who did not meet the minimum requirement until May.

Here's a detailed breakdown:

• **E-7**—The effective date for advancement to E-7 was moved up to 16 April for personnel in the May and June increments, regardless of rating. Those due to put on the hat after June were also given a 16 April effective date, provided they were in the following ratings: BM, BU, CE, CM, CS, EO, EN, ET, RM, SF, SK, EM, QM, UT, DC. Others will be advanced on 16 July.

• **E-6**—All advancements were effective 16 April. Added to the list of new E-6's were: 300 HMs; 200 YNs; 200 MMs; 150 BTs; 150 CSs; 101 SFs; 90 GMGs; 80 SKs; 50 PNs; 50 RMs; 50 SDs; 30 ICs; 24 DTs; 20 ADJs; 20 AMSs; 20 SMs; 20 TDs; 10 DKs.

• **E-5**—Advancement to E-5 was effective 16 April for all ratings previously slated for May, June, July, or August. Effective date for the BM, EM, CS, and BT ratings was moved up to 16 April regardless of the increment in which they were previously scheduled. The remainder will advance on 16 July.

• **E-4**—All ratings in the May and June increments were advanced on 16 April. Those slated to advance after June were also moved up to 16 April, if they were in the following ratings: BM, HM, YN, MM, GMC. The rest will be rated on 16 July.

• **Strikers**—Designations are effective in July as scheduled.

• **VRB RATINGS**—A new list of ratings for which variable reenlistment bonuses will be paid has been issued. The list became effective immediately upon publication but there has been no basic change in the nature of the bonus itself or in eligibility requirements.

As most Navymen know, the VRB is basically an additional bonus paid to personnel in ratings which have a critical shortage of career personnel. Qualified Navymen entitled to a first reenlistment bonus can collect from two to five times the amount they would normally receive for reenlistment in these critical ratings.

To be eligible for the variable reenlistment bonus, you must meet all these requirements:

• You must be eligible to reenlist and be eligible for your first reenlistment bonus.

• You must reenlist or extend in

the Regular Navy for a period which, when combined with your previous active service, totals at least 69 months. (Reservists enlisting in the Regular Navy may be eligible provided they meet first reenlistment bonus requirements).

• You must be at least E-3 and your rating must be designated as a VRB eligible rating (the current list is given below).

• If you were separated from active duty, you must reenlist within three months of the date you were released from active duty.

• You must have completed at least 21 months of continuous active service.

• And you must be qualified and serving in the rating on which the bonus is based. (Depending upon the needs of the service, exceptions may be made by the Secretary of the Navy concerning Navymen qualified but not serving in the eligible skill).

For details see AlNav 21.

Now here are the ratings eligible and their VRB multiple:

|   |   |
|---|---|
| Sonor Technician (ST)                                       | 4 |
| Aviation Fire Control Technician (AQ)                       | 4 |
| Electronics Technician (ET)                                 | 4 |
| Aviation Antisubmarine Warfare Technician (AX)              | 4 |
| Photographic Intelligenceman (PT)                           | 4 |
| Communications Technician (CT)                              | 4 |
| Quartermaster (QM)  | 3 |
| Radiomon (RM)   | 3 |
| Radarman (RD)   | 3 |
| Machinist's Mate (MM)                                       | 3 |
| Enginemaster (EN)   | 3 |
| Fire Control Technician (FT)                                | 3 |
| Aviation Electronics Technician (AT)                        | 3 |
| Data Systems Technician (DS)                                | 3 |
| Electrician's Mate (EM)                                     | 3 |
| Interior Communications Electrician (IC)                    | 3 |
| Boilerman (BT)  | 3 |
| Machinist Accountant (MA)                                   | 3 |
| Signalman (SM)  | 2 |
| Gunner's Mate Guns (GMG)                                    | 2 |
| Gunner's Mate Technician (GMT)                              | 2 |
| Damage Controlman (DC)                                      | 2 |
| Machinery Repairman (MR)                                    | 2 |
| Torpedaman's Mate (TM)                                      | 2 |
| Aviation Ordnanceman (AO)                                   | 2 |
| Missile Technician (MT)                                     | 2 |
| Aviation Electrician (AE)                                   | 2 |
| Shipfitter (SF)   | 2 |
| Opticman (OM)   | 2 |
| Builder (BU)  | 2 |
| Engineering Aid (EA)  | 2 |
| Equipment Operator (EO)                                     | 2 |
| Steelworker (SW)  | 2 |
| Construction Electrician (CM)                               | 2 |
| Utilitiesman (UT)   | 2 |
| Construction Mechanic (CM)                                  | 2 |
| Hospital Corpsman (HM) Operating Room Technician (NEC 8483) | 2 |
| Aviation Structural Mechanic (AM)                           | 1 |
| Patternmaker (PM)   | 1 |
| Aerographer's Mate (AG)                                     | 1 |
| Storekeeper (SK)  | 1 |
| Commissaryman (CS)  | 1 |

## Procedure for Computing Sea Duty Commencement Date

Because of the manpower needs of units in Vietnam and those operating in waters contiguous to Vietnam it was found necessary to short-tour (order to sea early) many Navymen who were serving a tour of shore duty earned through Seavey procedures. In order that these men will not be penalized with respect to later eligibility for shore duty, the following procedures have been established for computing sea duty commencement dates:

• Navymen who served 18 or more months ashore will be considered to have had a full shore tour. Their sea duty commencement date will be the date they actually

reported for their sea duty assignment.

• Navymen who served less than 18 months of shore duty will receive "adjusted" sea duty commencement dates upon a request from their command to BuPers.

A constructive sea duty commencement date will be established by BuPers by adding the months served ashore to the original sea duty commencement date under which the individual had been previously ordered to shore duty. If you are serving in non-toured duty, your request should not be submitted until you have served 12 months on board your present duty station.



# THE BULLETIN BOARD

## Basic Award Scales Established for Beneficial Suggestions

It has always paid to use your brains in the Navy and, as of 27 April, it pays off with an added dividend in extra hard cash.

This is in the form of monetary awards to Navy personnel for "Benny Suggs," more formally known as beneficial suggestions, for money-saving ideas, inventions or scientific achievements. Under certain circumstances awards up to \$25,000 may be granted.

With the issuance of SecNav Instruction 1650.24 on 27 April, the Chief of Naval Operations, Commandant of the Marine Corps, Chief of Naval Material, Commander Military Sea Transportation Service and the chiefs of bureaus and offices have been delegated authority to pay cash awards to military personnel on a basis comparable to that applied to civilian employees. This means that, under current regulations, awards up to \$1500 may be made by these authorities. This authority may be redelegated.

In addition, commanding officers of ships, stations and Marine Corps activities are authorized to pay cash awards to military personnel up to \$300 for a single contribution.

The policies and standards governing cash awards to military personnel will be the same as those for civilian personnel except that the military will not be eligible for cash awards for sustained superior performance of assigned duties. Awards program administration will be similar for military and civilian personnel.

Eligibility requirements for military personnel will be basically the same as those for civilian employees. Here's the rule, as laid down by the SecNav directive:

A member of the Armed Forces who, by his suggestion, invention or scientific achievement, contributes to efficiency, economy, or other improvement of operations or programs relating to the Armed Forces is eligible to receive a cash award, provided that his contribution is considered by his superiors to be over

and above normal job expectancy to the extent that a cash award is justified.

After the award eligibility has been established, the amount of the award will be determined. The actual amount will be based, employing the award scales listed below, upon the estimated benefits to be derived from his contribution during the first year of use.

Although the program became effective with the promulgation of the SecNav instruction on 27 Apr 1966, authority is effective for recognition of suggestions, inventions, or scientific achievements by military personnel adopted or approved on or after 22 Sep 1965.

Detailed instructions concerning policy and guidance of the Navy's expanded Incentive Awards Program will be issued in the near future.

### Computing Awards

The amount of a cash award to be granted is determined by applying the award scales listed below to the financial and intangible benefits estimated to result during the first full year the contribution is in use.

Fifteen dollars is the minimum amount awarded.

Cash awards based on intangible benefits will be determined in terms of the extent of application of the contribution, its significance and the importance of the program.

The cash award for safety suggestions will range from \$15 to \$300, based upon an evaluation guide contained in SecNav Inst 1650.24.

Inventions which are of value to the government qualify for incentive award consideration. Individuals whose disclosures are processed through the incentive awards system will be eligible for an initial award of \$50 upon notification by the patent attorney that a patent application will be filed on the disclosure, and an additional award of \$100 when a patent covering the invention disclosure is issued.

Where it is considered that the invention is of substantial value to the government, further consideration will be given to determining a suitable award.

All cash award payments are subject to the withholding provisions of the Federal income tax law.

### Award Scale for Tangible Benefits

| Savings<br>(Labor and Material) | Amount of Award  |
|---------------------------------|--|
| \$50 to \$300                   | \$15   |
| \$301 to \$10,000               | \$15 for the first \$300 in benefits and \$5 for each additional \$100 or fraction thereof.        |
| \$10,001 to \$20,000            | \$500 for the first \$10,000 in benefits and \$5 for each additional \$200 or fraction thereof.    |
| \$20,000 to \$100,000           | \$750 for the first \$20,000 in benefits and \$5 for each additional \$1000 or fraction thereof.   |
| \$100,001 or more               | \$1150 for the first \$100,000 in benefits and \$5 for each additional \$5000 or fraction thereof. |

### Award Scale for Intangible Awards

| Degree of<br>Benefit | Extent of Application |          |          |           |           |
|----------------------|-----------------------|----------|----------|-----------|-----------|
|                      | Limited               | Local    | Extended | Brood     | General   |
| Slight               | \$15-25               | \$ 15-50 | \$ 25-75 | \$ 50-100 | \$ 75-125 |
| Moderate             | 20-100                | 20-150   | 50-200   | 100-300   | 150-400   |
| High                 | 50-150                | 50-200   | 100-300  | 150-400   | 200-500   |
| Exceptional          | 100-200               | 100-300  | 200-450  | 400-700   | 750-up    |

# For a Better Navy: Here's the Record for the Past 3 Years

**R**ECENT NAVY developments in the personnel field illustrate that, over the past several years, Navy life has been constantly improving. In fact the Navymen, commissioned or enlisted, has been the recipient of a sizable number of actions which have enhanced his career.

Of course, there's always room for improvement—but let's take a look through the pages of ALL HANDS over the last few years. The list is impressive.

## Pay and Allowances

One of the most important—and most obvious—forms of compensation is the greenery at the end of the pay line. Since 1962—the starting point in this report—there have been periodic increases in military basic pay, as outlined below.

This is a demonstration of the continuing efforts by the Navy, the Department of Defense and Congress, on behalf of the service forces, to raise military pay to meet the needs of the individual serviceman.

A handy point of departure for a discussion of recent pay legislation is late 1962, with the raise in BAQ (effective 1 Jan 1963). Before the BAQ raise enlisted Navymen without dependents received a BAQ of \$51.30; with one dependent \$77.10; and with two dependents \$96.90. When the raise in BAQ became effective on New Year's Day 1963, BAQ for third class petty officers (with more than four year's service) and above was computed by rate and the existence, not the number, of dependents. A second class PO, without dependents, for whom government quarters were not available, received \$70.20; with dependents, \$105. A master chief petty officer, with dependents, received \$120. BAQ for officers was raised about \$20 to \$30 per month depending on grade. This bill also allowed most petty officers (E-4 with over four years and higher) to receive their BAQ with their monthly pay, vice allotment.

**Raise of 1963** — The increase in BAQ was the first of a series of legislative actions resulting in better compensation for Navymen. Before the year was out the Uniformed Services Pay Act of 1963 had become law, increasing basic pay for almost everyone. Of Navymen with

more than two years' service, officers received from \$60 to \$110 more each month, enlisted \$5 to \$120.

In addition to basic pay increases, the new legislation provided a number of meaningful—and profitable—pay sidelights (see ALL HANDS, November 1963, page 47). They included:

- **Hostile Fire Pay**—A new form of special pay for men subject to hostile fire on cold war battle fronts. Enlisted men and officers who qualified began receiving an additional \$55 monthly.

- **Family Separation Allowance**—A new allowance of \$30 monthly (or an additional quarters allowance in some cases) was authorized for men separated from their dependents for 30 or more consecutive days because of shipboard or overseas duty.

- **Physicians' and Dentists' Pay**—A form of career incentive money, awarded to medical and dental officers on active duty, was increased by \$50 and \$100 monthly for those with over six years and over 10 years of service, respectively.

- **Hazardous Duty Pay**—Navymen who perform two types of hazardous duty, under certain circumstances, were authorized two hazardous duty or incentive payments instead of one.

- **Retirement**—The pay bill authorized an increase of five per cent for all those retired between 31 May 1958 and April 1963. Retired pay for those retired on other dates was also adjusted by several methods.

**Raise of 1964** — In 1964 Congress

again approved an increase in basic pay. Signed by the President on 12 Aug 1964, it became effective the first of the following month. The increase in basic pay averaged 2.3 per cent.

**Raise of 1965** — The third raise came last year. A comparison between the 1965 pay scales and the pay scales in effect in 1962 is enlightening: Monthly pay for a PO3 with over two years of service has been raised from \$150 in 1962 to \$204.90; for a first class with over four years from \$225 to \$295.80; for a lieutenant over four years from \$415 to \$565.20; for a commander over 10 from \$560 to \$706.20.

Other actions by Congress during 1965 also helped improve the pay picture:

- **Flight Deck Hazardous Duty Pay**—Aviation personnel who qualified began receiving Flight Deck Hazardous Duty Pay (see ALL HANDS, November 1965, page 48) to the tune of \$55 per month for enlisted men and \$110 for officers.

- **Beneficial Suggestion Awards**—Public Law 89-198, also passed during 1965, authorized payments up to \$25,000 for Navymen who offered money-saving beneficial suggestions, inventions or scientific achievements which are adopted or which merit recognition (see ALL HANDS, December 1965, page 51).

- **Insurance**—Public Law 89-214 authorized \$10,000 government life insurance. Since 29 Sep 1965, Navymen who so desire have received the insurance at a cost of two dollars a month (see ALL HANDS, November 1965, page 46).

- **Variable Reenlistment Bonus**—This bonus (part of the 1965 Pay Act) gives qualified men in critical ratings as much as \$10,000 (including their normal reenlistment bonus) for a six-year obligation (see ALL HANDS, March 1966, page 42).

More this year—Already in 1966 there has been a very important improvement:

- **New GI Law**—When it becomes effective this month, the GI Bill will provide servicemen with financial assistance in education. Ex-servicemen, in addition, will receive home-loan guarantees and government job preference. (See the April issue, p. 50.)

Charley Wise, HMCS, USN



"You're right, we'll have to change the coffee grounds this week."



### Distribution

The Navy's distribution system, particularly Seavey/Shorvey, has undergone a number of important and beneficial changes in the last few years. The Navy has been recognized as a leader in use of electronic data processing equipment for distribution of personnel.

**Rating Control**—Basically, improvement to Seavey/Shorvey has taken two tacks: more detailed billet descriptions (billet analysis) and more detailed skill description (NECs). The combination is most striking in the Rating Control System (see ALL HANDS, July 1965, page 46). At present the Rating Control System is used only for a few critical ratings, but the system has worked out so well the SeeNav Task Force recommended its eventual expansion to include all rates and ratings (see ALL HANDS, May 1966, pages 38 to 53).

**NECs**—Hand in hand with the increased use of rating control is the increased emphasis on Naval Enlisted Classifications (see ALL HANDS, December 1964, page 47). NECs give the detailer more information about the Navyman, allowing him to make a better-informed decision and to match men with jobs.

**Tri-annual Seavey**—Another recent innovation—made possible by computers—is three times a year Seavey (see ALL HANDS, January 1965, page 51). The tri-annual system makes for less time between entry on seavey and receipt of orders, thus allowing for better planning, both on the part of the Navyman and the Navy.

**Sea, Shore and Neutral Time**—A major change to the Seavey/Shorvey system has gone into effect (see ALL HANDS, January 1966, page 48). The revision provided for redesignation of billets, and the addition of "neutral time" as distinguished from arduous sea duty. The redesignation of billets, as well as a decision to count some overseas shore tours as shore duty, made distribution more equitable, particularly in the "seagoing" ratings.

**Swaps**—In 1965 a "swap desk" was established in the Seavey/Shorvey section of the Bureau of Naval Personnel (see ALL HANDS, July 1965, page 44). Navyman who wish to exchange duty and don't mind paying the transportation costs involved can

often arrange an exchange through the no-cost transfer desk.

**Super Chiefs**—E-8s and E-9s were removed from the Seavey/Shorvey system and are now detailed as a special group by BuPers.

**Conditional Reenlistments**—Another good Seavey/Shorvey deal is the assignment option for Navyman who reenlist for the first time. ALL HANDS, March 1965, page 44, tells all about the subject of assignment options.

### Advancements and Promotions

During the past few years the advancement situation has improved considerably. In August 1964, for instance, the first *bi-annual CPO test* was given, and today Navyman seeking advancement to CPO no longer must wait a year between examinations.

**Increment Advancements**—One year earlier in 1963 the Navy had begun advancements by increment (ALL HANDS, June 1963, page 58). The new system enabled the Navy to advance more men and remain near the upper ceiling for petty officers (for more word, see ALL HANDS, May 1965, page 52).

**Commissioning and Promotion**—Commissioning opportunities for enlisted men have also improved. In accordance with the recommendation of the Settle Board (see ALL HANDS, April 1964, page 30) the *warrant program* was brought back to life and the concept of advancement from enlisted to warrant to commissioned officer was accepted. For officers, *spot promotions* were authorized in 1965 (ALL HANDS, June 1965, page 42).



"He wants ten pounds of relative bearing grease for the gunnery department."

### Morale

Many other recent improvements in Navy life were calculated strictly to improve morale. These are the actions which simplified Navy life, accented personnel responsibility, or helped to make the Navy family more secure.

Such improvements in the morale picture range from administrative and policy decisions (such as the *abolition of liberty cards for petty officers*) to Congressional proof that the Navy takes care of its own (such as the *tax break and free postage for U.S. servicemen in Vietnam*). A few examples are:

**Travel by Reservation**—A system for reservations for overseas travel (see ALL HANDS, April 1964, page 50). Previously, Navyman going overseas were required to report to a receiving station near an MSTs or MAC facility, put their names on a list and then await transportation for an indeterminate (and sometimes seemingly interminable) period. Under the new system reservations are given the man and his family before they leave the old duty station.

**No-risk Transfers**—A 1964 change to *Joint Travel Regulations* allowed Navyman in receipt of orders to send their dependents ahead to their new duty station without risking financial loss if their orders were later changed (ALL HANDS, July 1964, page 53).

**Barracks Standards**—Minimum standards for barracks were raised by OpNavInst 11012.2 (ALL HANDS, October 1965, page 15).

**Education**—New educational programs within the Navy have appeared, an example of which is *Polaris University* (see ALL HANDS, September 1965, page 44).

**Scrap**—A concerted effort to reduce red tape and paperwork began in 1964 (see ALL HANDS, September 1964, page 32). As one of many successful paper deletions, BuPers dropped the Acting CPO designation (see October 1965, page 45).

And the progress, obviously, is continuing.

Last month (in the May issue) ALL HANDS published a comprehensive roundup of the recommendations by the SeeNav Task Force which have been approved. Future issues will keep you up to date on what is being done on behalf of the Navyman and his family.

# You're Headed for Rotation If You Meet These Seavey Regs

**S**EA DUTY commencement dates for Seavey B-66 have been set, and those eligible will soon begin receiving orders.

This is the first segment to be affected by the recent changes to the Seavey system (see ALL HANDS, January 1966). Effective with this Seavey, all preferred overseas billets in certain areas (published in the January issue) will be filled by Navy-men eligible for shore duty orders. Navy-men, particularly those in the "sea duty" ratings, may find their overseas tours in preferred areas to be longer than normal shore tours in continental United States for their ratings.

Seavey-eligible Navy-men, of course, will not be assigned to overseas activities where dependents are not authorized or where adequate family facilities (such as housing,

schools, commissaries) are not available.

Navy-men who do not wish preferred overseas shore duty must indicate so in block 11 of the rotation data card. Normally, such men will not be assigned overseas; however, after every effort has been made to assign them to CONUS, they may receive a 14-month sea extension when sufficient CONUS billets are not available.

Because of recent significant increases in requirements for Navy-men in the construction ratings, they have been temporarily excluded from the normal sea/shore rotation plan. OpNav and BuPers are currently examining the effects of these new requirements on the Group VIII rotation schedule, but at present all such transfers are being handled on an individual basis by BuPers.

Navy-men who are converting to

another rating, and who hold a conversion NEC (XX99) will be considered as serving in the rating to which they are converting for purposes of determining eligibility for orders under Seavey.

As in past Seaveys, if your continuous tour of sea duty commenced in or before the month and year specified for your rate and rating on the accompanying list, and if you satisfy two other requirements, you are eligible for shore duty. To satisfy the other two requirements you must:

- Be in an "on board for duty" status at your present command.

- Have an active duty obligation extending to September 1968 or later.

Your personnelman can help you with further questions concerning your particular case.

|       |        |          |        |       |        |      |        |      |        |       |        |
|-------|--------|----------|--------|-------|--------|------|--------|------|--------|-------|--------|
| BMC   | SEP 61 | GMM2     | JAN 60 | ET1   | APR 63 | PNC  | OCT 64 | LIC  | AUG 62 | EM3   | FEB 63 |
| BM1   | FEB 59 | GMM3     | JUN 60 | ETN2  | APR 63 | PN1  | OCT 64 | LI1  | JAN 62 | EMFN  | FEB 63 |
| 8M2   | JAN 59 | GMM5N    | JUN 60 | ETN3  | DEC 63 | PN2  | OCT 64 | LI2  | OCT 63 |       |        |
| 8M3   | JAN 61 |          |        | ETNSN | DEC 63 | PN3  | OCT 64 | LI3  | OCT 64 | ICC   | APR 61 |
| 8MSN  | JAN 61 | GMTC     | FEB 64 | ETR2  | APR 63 | PNSN | OCT 64 | LISN | OCT 64 | IC1   | MAR 60 |
|       |        | GMT1     | FEB 64 | ETR3  | DEC 63 |      |        |      |        | IC2   | APR 60 |
| QMC   | AUG 61 | GMT2     | FEB 64 | ETRSN | DEC 63 | SKC  | JAN 62 | DMC  | OCT 64 | IC3   | OCT 62 |
| QM1   | JAN 60 | GMT3     | SEP 64 |       |        | SK1  | JAN 62 | DM1  | OCT 64 | ICFN  | NOV 62 |
| QM2   | JAN 61 | GMT5N    | SEP 64 |       |        | SK2  | JAN 62 | DM2  | OCT 64 |       |        |
| QM3   | JUN 62 |          |        | DSC   | OCT 64 | SK3  | AUG 64 | DM3  | OCT 64 | SFC   | OCT 59 |
| QMSN  | JUN 62 | GMGC     | OCT 61 | DS1   | OCT 64 | SKSN | AUG 64 | DMSN | OCT 64 | SF1   | APR 58 |
|       |        | GMG1     | JAN 59 | DS2   | OCT 64 |      |        |      |        | SFM2  | DEC 59 |
| SMC   | FEB 62 | GMG2     | DEC 58 | DS3   | OCT 64 | DKC  |        | MMC  | DEC 59 | SFM3  | FEB 62 |
| SM1   | JUL 58 | GMG3     | DEC 59 | DSSN  | OCT 64 | DK1  | MAY 62 | MM1  | SEP 58 | SFMFN | FEB 62 |
| SM2   | JUN 58 | GMGSN    | DEC 59 |       |        | DK2  | JAN 64 | MM2  | APR 59 |       |        |
| SM3   | APR 58 |          |        | IMC   | OCT 61 | DK3  | OCT 64 | MM3  | DEC 61 | SFP2  | MAY 59 |
| SMSN  | APR 58 | FTC      | APR 62 | IMI   | JAN 62 | DKSN | OCT 64 | MMFN | DEC 61 | SFP3  | JUL 61 |
|       |        | FTC1     | JAN 62 | IM2   | MAY 60 |      |        |      |        | SFPFN | JUL 61 |
|       |        | FTC2     | JAN 62 | IM3   | JUL 60 |      |        |      |        |       |        |
| RDC   | NOV 61 | FTC3     | DEC 60 | IMS   | JUL 60 | CSC  | AUG 62 | ENC  | SEP 60 |       |        |
| RD1   | APR 60 | FTCSN    | DEC 60 | OMC   | JAN 62 | CS1  | FEB 62 | EN1  | JAN 59 | DCC   | DEC 61 |
| RD2   | DEC 60 | FTM1     | JUN 61 | OM1   | JAN 61 | CS2  | MAY 63 | EN2  | JAN 59 | DC1   | JAN 60 |
| RD3   | JAN 63 | FTM2     | DEC 61 | OM2   | JAN 61 | CS3  | JUN 64 | EN3  | JAN 63 | DC2   | MAR 61 |
| RDSN  | JAN 63 | FTM3     | DEC 61 | OM3   | JAN 63 | CSSN | JUN 64 | ENFN | JAN 63 | DC3   | JUN 63 |
|       |        | FTMSN    | DEC 61 | OMS   | JAN 63 |      |        |      |        | DCFN  | JUN 63 |
| STC   | JAN 62 |          |        |       |        | SHC  | OCT 64 | MRC  | APR 62 |       |        |
| ST1   | JAN 62 | NEC 1143 | JAN 64 | RMC   | MAR 63 | SH1  | JAN 60 | MR1  | MAR 60 | PMC   | JUN 61 |
| STG2  | MAR 62 | NEC 1144 | JAN 64 | RM1   | JUN 62 | SH2  | NOV 58 | MR2  | OCT 61 | PM1   | NOV 60 |
| STG3  | MAR 62 |          |        | RM2   | OCT 63 | SH3  | NOV 58 | MR3  | JUL 62 | PM2   | DEC 60 |
| STGSN | MAR 62 |          |        | RM3   | DEC 63 | SHSN | NOV 58 | MRFN | JUL 62 | PM3   | NOV 60 |
| STS2  | MAR 62 | MTC      | JUN 64 | RMSN  | DEC 63 |      |        |      |        | PMFN  | NOV 60 |
| STS3  | MAR 62 | MT1      | SEP 64 |       |        | JOC  | OCT 64 | BTC  | AUG 59 | MLC   | JUL 61 |
| STSSN | MAR 62 | MT2      | DEC 62 |       |        | JO1  | OCT 64 | BT1  | APR 58 | ML1   | SEP 60 |
|       |        | MT3      | APR 63 | YNC   | OCT 64 | JO2  | OCT 64 | BT2  | NOV 58 | ML2   | MAR 58 |
|       |        | MTSN     | JUL 64 | YN1   | OCT 64 | JO3  | OCT 64 | BT3  | NOV 60 | ML3   | MAR 61 |
| TMC   | NOV 61 |          |        | YN2   | OCT 64 | JOSN | OCT 64 | 8TFN | NOV 60 | MLFN  | MAR 61 |
| TM1   | JUL 61 | MNC      | OCT 64 | YN3   | OCT 64 |      |        |      |        |       |        |
| TM2   | JAN 61 | MN1      | OCT 64 | YNSN  | OCT 64 | PCC  | JUL 62 | BRC  | MAY 59 | ADRC  | OCT 64 |
| TM3   | JUN 63 | MN2      | OCT 64 |       |        | PC1  | FEB 63 | BR1  | APR 59 | ADR1  | OCT 64 |
| TMSN  | JUN 63 | MN3      | OCT 64 | CYN3  | JUL 64 | PC2  | JUL 63 | EMC  | JAN 61 | ADR2  | OCT 64 |
|       |        | MNSN     | OCT 64 | CYNSN | JUL 64 | PC3  | OCT 64 | EM1  | SEP 59 | ADR3  | OCT 64 |
|       |        |          |        |       |        | PCSN | OCT 64 | EM2  | DEC 60 | ADRAN | OCT 64 |
| GMMC  | OCT 61 |          |        | PNC   | OCT 64 |      |        |      |        |       |        |
| GMM1  | JUN 61 | ETC      | AUG 63 |       |        |      |        |      |        |       |        |



|       |        |       |        |       |        |       |        |      |        |      |        |
|-------|--------|-------|--------|-------|--------|-------|--------|------|--------|------|--------|
| ADJC  | OCT 64 | AOC   | NOV 63 | ABFC  | JUN 63 | AMS3  | OCT 64 | AKC  | OCT 64 | PT3  | OCT 64 |
| ADJ1  | OCT 64 | AO1   | JUL 63 | ABF1  | MAY 63 | AMSAN | OCT 64 | AK1  | OCT 64 | PTAN | OCT 64 |
| ADJ2  | OCT 64 | AO2   | JAN 64 | ABF2  | DEC 62 |       |        | AK2  | OCT 64 |      |        |
| ADJ3  | OCT 64 | AO3   | OCT 64 | ABF3  | JAN 64 |       |        | AK3  | OCT 64 | HMC  | FEB 64 |
| ADJAN | OCT 64 | AOAN  | OCT 64 | ABFAN | JAN 64 | AMHC  | FEB 63 | AKAN | OCT 64 | HM1  | FEB 64 |
|       |        |       |        |       |        | AMH1  | JUL 64 |      |        | HM2  | FEB 64 |
|       |        |       |        |       |        | AMH2  | OCT 64 | AZC  | OCT 64 | HM3  | FEB 64 |
| ATC   | OCT 64 | AQC   | OCT 64 | ABHC  | OCT 63 | AMH3  | OCT 64 | AZ1  | OCT 64 | HN   | FEB 64 |
| AT1   | OCT 64 | AQ1   | OCT 64 | ABH1  | NOV 63 | AMHAN | OCT 64 | AZ2  | OCT 64 |      |        |
| ATR2  | OCT 64 | AQB2  | OCT 64 | ABH2  | SEP 63 |       |        | AZ3  | OCT 64 |      |        |
| ATR3  | OCT 64 | AQB3  | OCT 64 | ABH3  | OCT 64 |       |        | AZAN | OCT 64 | DTC  | NOV 63 |
| ATRAN | OCT 64 | AQBAN | OCT 64 | ABHAN | OCT 64 | AMEC  | OCT 64 |      |        | DT1  | NOV 63 |
| ATN2  | OCT 64 | AQF2  | OCT 64 |       |        | AME1  | OCT 64 |      |        | DT2  | FEB 64 |
| ATN3  | OCT 64 | AQF3  | OCT 64 | AEC   | JAN 64 | AME2  | OCT 64 | PHC  | OCT 64 | DT3  | FEB 64 |
| ATNAN | OCT 64 | AQFAN | OCT 64 | AE1   | OCT 64 | AME3  | OCT 64 | PH1  | OCT 64 | DN   | FEB 64 |
|       |        |       |        | AE2   | OCT 64 | AMEAN | OCT 64 | PH2  | OCT 64 |      |        |
|       |        |       |        | AE3   | OCT 64 |       |        | PH3  | OCT 64 |      |        |
| AXC   | DEC 63 | ABEC  | JUN 63 | AEAN  | OCT 64 | PRC   | SEP 64 | PHAN | OCT 64 | SDC  | SEP 63 |
| AX1   | JUN 63 | ABE1  | MAR 62 |       |        | PR1   | JUL 64 |      |        | SD1  | FEB 62 |
| AX2   | SEP 63 | ABE2  | OCT 62 | AMSC  | OCT 64 | PR2   | OCT 64 | PTC  | JUL 64 | SD2  | NOV 61 |
| AX3   | AUG 63 | ABE3  | MAR 63 | AMS1  | OCT 64 | PR3   | OCT 64 | PT1  | JUL 64 | SD3  | JUN 59 |
| AXAN  | AUG 63 | ABEAN | MAR 63 | AMS2  | OCT 64 | PRAN  | OCT 64 | PT2  | OCT 64 | TN   | JUL 62 |

## Here Are Latest Changes in Joint Travel Regulations

Several changes have been made to the *Joint Travel Regulations*. Published in change 158, they became effective 1 Mar 1966.

- *Paragraph M 2025-3*—Prescribes increase in value of meal tickets used in commercial aircraft, railroad dining cars, or dining room on ship.

- *Paragraph M 4159-3; M 7002-1b; M 7003-3c*—Provides for land mileage reimbursement for authorized travel of members and/or dependents via privately owned conveyance between places in the United States and places in Central America including the Panama Canal Zone.

- *Paragraph M 4265-4*—Provides entitlement to mileage allowance incident to separation involving places in the United States and Central America including the Panama Canal Zone.

- *Paragraph M 4256-4*—Provides that when neither government nor commercial quarters are available at temporary duty station, requiring member to secure either government or commercial quarters at a nearby place, the per diem rate for the nearby place applies.

- *Paragraph M 4331-3a; M 4303-2c*—Extends termination of station allowance on departure of dependents to a period not later than 60 days after effective date of orders.

- *Paragraph M 7108; M 8307; M 10020; M 11008*—Prescribes entitlement to transportation for dependents, household goods, trailer allowance and shipment of privately

owned conveyance for a member of a unit which has been officially alerted for movement to a restricted permanent duty station outside the United States on the same basis as when the actual permanent change of station orders are received.

- *Paragraph M 9007*—Provides that a member who relocates his household incident to an alert notice is not entitled to dislocation allowance until permanent change of station is completed.

More rules, categorized as change 159, became effective on 1 April. A brief of the revisions is as follows:

- *Paragraph M 4256-7*—Prescribes that the local commander as well as the theater commander is responsible for the submission of requests for changes in overseas locality *per diem rate* to the Per Diem, Travel and Transportation Allowance Committee whenever it is evident that locality living expenses are out of line with the present per diem rate.

- *Paragraph M 4301-3b (1), item 5*—Provides entitlement to *cost-of-living allowance* for an unaccompanied member or a member without dependents when the commanding officer furnishes a statement that utilization of available government mess is impractical.

- *Paragraph M 4301-3b (2)*—Defines "*members without dependents*", as it is used in the paragraph, to mean a member who has no dependents, as distinguished from a member whose dependents are not residing with him overseas.

- *Paragraph M 7101, item 5*—Removes the *home of record re-*

*quirement* as a condition precedent to transportation to a designated place in Alaska, Hawaii, Puerto Rico, or a U. S. territory or possession.

## Candidates for NENEP Program Are Selected

Selection of 25 successful candidates for the Navy Enlisted Nursing Education Program (NENEP) has been made from among the applications solicited last year. Competition for entry into the program was stiff; therefore, many who rated high marks in personal, professional and military qualifications had to be passed over.

The first selection of seven second class and 18 third class hospital corpsmen may not be the final selection for the NENEP. Both men and women are eligible. Each provisional selectee must yet pass the entrance examination for a course of instruction in basic professional nursing at a university selected by the Chief of Naval Personnel. Each selectee will apply for admission to the chosen university by personal letter.

Any successful candidates who subsequently withdraw from the NENEP because they have not maintained satisfactory performance, or because their conduct is such that they can no longer be favorably recommended, or because they voluntarily desire to withdraw, should do so by writing to the Chief of Naval Personnel (Pers B-623) via their commanding officer.

The names of the successful candidates are listed in BuPers Notice 1120 of 16 Mar 1966.

# Assignment Program Under Way for Master and Senior CPOs

**N**EW DETAILING procedures are in effect for master and senior chief petty officers. Men in the Navy's two senior enlisted pay grades are withdrawn from the Seavey/Shorvey rotation system, and will thus be detailed by procedures similar to those used for officer assignment.

While outlining the new detailing procedures, BuPers simultaneously announced rotation tour lengths for E-9s in each rating.

Authorized E-8/E-9 billets have been established, as required, throughout the naval establishment. Except in unusual circumstances, master chief petty officers will hereafter be assigned only to authorized E-9 billets. Senior chief petty officers will normally be assigned only to authorized E-8 billets, although they may fill an E-9 billet when an E-9 is not available for assignment.

Each E-8/E-9 will be ordered by name to a specific billet within the authorized allowance of the receiving command. Tour lengths will normally be as listed in the accompanying table.

Three types of duty are listed: sea duty; shore duty; and preferred sea duty. Rotation assignments will be based upon past duty assignments, individual desires, and needs of the service. Rotation upon completion of a shore duty assignment will normally be to sea duty.

The definitions of the three types of duty are:

- *Sea duty* (SEADU)—Duty performed in ships or units which spend considerable periods at sea away from their home port during local operations and which, when deployed overseas, operate at sea extensively. Duty performed in certain foreign countries and Alaska, to which movement of dependents is restricted or where living conditions are not adequate, will also count as sea duty.

- *Shore duty* (SHORDU)—Duty performed in CONUS; duty performed in shore-based activities in the Hawaiian area and in shore-based activities in certain foreign countries where adequate family accommodations are available and the prescribed Department of Defense accompanied tours are 36 to 48 months in recognition of the desirability of this duty.

- *Preferred Sea duty* (PRESEADU)—Duty performed in ships, units and staffs which do not deploy for extended periods and either remain in the home port assigned or operate locally for short periods. PRESEADU is normally toured for 24 months and will be credited as neither SEADU nor SHORDU in computation of eligibility for rotation.

Those on shore duty at the time this procedure went into effect (19 Jan 1966) will normally complete their tour as assigned, providing they have completed one-half or more of it. If they have completed less than one-half of their present shore tour, the tour length will be established according to the new rotation tour length table. This may or may not result in a change in tour length, depending on each individual's situation.

Those serving in overseas billets, or on instructor or recruiting duty, will complete the tour as originally prescribed.

Individual desires for certain duty, or duty in a certain locale, will be recorded on the Duty History and Preference Card (NavPers 4053). All personnel now serving in pay grades E-8/E-9 should submit this card if they have not already done so. Except for men in the ratings listed below, the card should be submitted to BuPers (Pers B2121). The exceptions to this are:

- HM/DT: Personnel in these ratings will submit the NavPers 4053 to BuMed (Code 3411 for HM; Code 6133 for DT).

- MA/TD: Personnel in these

ratings need not submit the 4053, but will continue to submit Data Cards (NavPers 753 or 2926) to Commanding Officer, EPDOCONS, Bainbridge, Md., in compliance with BuPers Inst. 1306.14 series.

- CS/SH/SK: Personnel in these ratings holding NECS of 2813 or 3111 (commissary store or Navy Exchange manager) will submit a duplicate NavPers 4053 to Commanding Officer, Navy Ships Store Office, Brooklyn, N. Y. (Attn: IR-5).

- Naval Security Group: Personnel of the CT rating and other ratings presently serving with the naval security group need not submit the NavPers 4053, but will continue to submit NavPers 729 and, when appropriate, NavPers 730 in compliance with BuPers Inst. 1070.2 series.

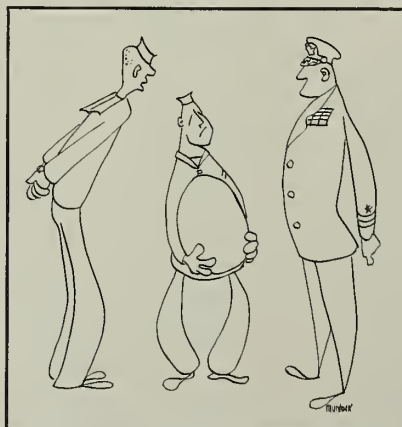
- AC/AG: Personnel in these ratings need not submit the 4053, but will continue to submit the Data Cards (NavPers 205 for AC and NavPers 1306/2 for AG) in compliance with the *TransMan*.

To reduce local clerical workload, preference cards need not be typewritten. Legible handwritten or printed submissions are sufficient. A revised card should be submitted whenever a change in personal data or duty preference occurs.

If a preference card is not submitted, assignment can be made only on a needs-of-the-service basis.

Annual promotions to E-8 and E-9 will almost invariably result in local excesses in allowances, and BuPers recognizes this fact. To alleviate the situation, newly appointed E-8s and E-9s who are not in appropriate billets will normally be reassigned to commands having an authorized allowance within six months after appointment. Whenever possible, reassignment will be made within the same geographical area or to ships with the same home port, in order to avoid excess travel costs and undue personal inconvenience.

Tour completion dates established by the Bureau of Naval Personnel for all E-8s and E-9s are tentative. BuPers considers them a tool of distribution and uses them as a planning aid only. Sometimes urgent requirements will require reassignment prior to completion of the prescribed tour; likewise, requirements may make it



"He said he found it in the crow's nest, sir."



necessary to extend personnel in billets, beyond the prescribed tour length, when reliefs are not immediately available.

Preferred sea duty tour lengths will normally be for 24 months. Again, in certain cases it may be necessary for such a tour to be extended beyond a normal period, but in such cases it is necessary for the command to request the extension from BuPers, submitting a justification for the longer PRESEADU tour.

When sea duty tour lengths are in excess of 36 months, individuals may request a split tour in two sea units within the same fleet. Favorable consideration will be dependent upon Fleet/force requirements and travel costs involved.

Two other notes: BuPers considers that E-8s and E-9s have attained a level in their respective ratings where they generally do not require further formal technical school training available in the lower pay grades. Accordingly, requests for formal school



"Pilot to crew! What was that explosion I just heard?"

training of long duration, such as Class B school, will not normally be approved. This does not preclude individual commands ordering E-8/E-9s within their command to short periods of training to meet specific billet requirements utilizing local funds. This may be particularly desir-

able in the case of certain compressed ratings.

Also, master and senior chief petty officers who are hospitalized will normally be returned to their previous duty stations.

BuPers Notice 1306, dated 19 Jan 1966, is the authority.

### A Busy Day for Weeks

The variable reenlistment bonus paid off with a jackpot for four technicians aboard USS *John W. Weeks* (DD 701). The four men reenlisted for a total of 24 years and collected a total of \$22,400 between them.

It was, in fact, a rather busy 24 hours for *Weeks*. On the same day the four technicians reenlisted, two other men were advanced in rate and three received good conduct medals.

(Incidentally, reenlistments are by no means unusual on board *Weeks*. During the current fiscal year, the reenlistment rate aboard the DD was a healthy 63 per cent.)

| Rating | Shore<br>Months | Sea<br>Months | Rating | Shore<br>Months | Sea<br>Months | Rating | Shore<br>Months | Sea<br>Months |
|--------|-----------------|---------------|--------|-----------------|---------------|--------|-----------------|---------------|
| A8CM   | 24              | 24            | DMCS   | 48              | 24            | MUCM   | 24              | 24            |
| A8CS   | 24              | 30            | DSCM   | 48              | 24            | MUCS   | 24              | 24            |
| ACCM   | 42              | 24            | DSCS   | 48              | 24            | OMCS   | 24              | 24            |
| ACCS   | 42              | 24            | DTCM   | 48              | 24            | PCCM   | 48              | 24            |
| ADCS   | 36              | 24            | DTCS   | 48              | 36            | PCCS   | 48              | 24            |
| AECS   | 36              | 24            | EACS   | 24              | 36            | PHCM   | 24              | 24            |
| AFCM   | 24              | 24            | EMCM   | 24              | 48            | PHCS   | 24              | 24            |
| AGCM   | 30              | 30            | EMCS   | 24              | 48            | PICM   | 24              | 24            |
| AGCS   | 30              | 30            | ENCM   | 24              | 48            | PNCM   | 48              | 24            |
| AMCS   | 36              | 24            | ENCS   | 24              | 48            | PNCS   | 48              | 24            |
| AOCM   | 24              | 24            | EOCS   | 24              | 30            | PRCS   | 36              | 24            |
| AOCS   | 24              | 24            | EOCM   | 24              | 24            | PTCM   | 48              | 24            |
| AQ 5   | 36              | 24            | ETCM   | 36              | 42            | PTCS   | 48              | 24            |
| ATCS   | 36              | 24            | ETCS   | 36              | 42            | QMCM   | 24              | 36            |
| AVCM   | 48              | 24            | FTCM   | 36              | 42            | QMCS   | 24              | 42            |
| AXCS   | 36              | 24            | FTCS   | 24              | 48            | RDCM   | 24              | 30            |
| AZCS   | 36              | 24            | GMCM   | 24              | 48            | RDCS   | 24              | 48            |
| 8MCM   | 24              | 24            | GMCS   | 24              | 48            | RMCM   | 24              | 36            |
| 8MCS   | 36              | 36            | GMTCM  | 48              | 24            | RMCS   | 24              | 42            |
| 8RCM   | 24              | 24            | GMTCS  | 48              | 24            | SDCM   | 48              | 24            |
| 8RCS   | 24              | 24            | HMCM   | 48              | 36            | SDCS   | 24              | 48            |
| BTCS   | 24              | 48            | HMCS   | 48              | 36            | SHCS   | 30              | 24            |
| BUCS   | 24              | 36            | ICCS   | 24              | 42            | SKCM   | 30              | 24            |
| CECS   | 24              | 30            | IMCS   | 24              | 24            | SKCS   | 30              | 24            |
| CMCS   | 24              | 30            | JOCM   | 48              | 24            | SPCM   | 24              | 48            |
| CSCM   | 24              | 24            | JOCS   | 48              | 24            | STCM   | 30              | 30            |
| CSCS   | 24              | 48            | LICM   | 48              | 24            | STCS   | 24              | 48            |
| CTCM   | 24              | 48            | LICS   | 48              | 24            | SWCS   | 24              | 36            |
| CTCS   | 24              | 48            | MACM   | 48              | 30            | TDCM   | 48              | 30            |
| CUCM   | 24              | 36            | MACS   | 48              | 30            | TDCS   | 48              | 30            |
| DCCM   | 24              | 36            | MLCM   | 24              | 24            | TMCM   | 48              | 24            |
| DCCS   | 24              | 48            | MLCS   | 24              | 24            | TMCS   | 24              | 24            |
| DKCM   | 48              | 24            | MMCS   | 24              | 48            | UTCM   | 24              | 30            |
| DKCS   | 36              | 24            | MRCM   | 24              | 24            | UTCS   | 24              | 30            |
| DMCM   | 48              | 24            | MRCS   | 24              | 24            | YNCM   | 48              | 24            |
|        |                 |               |        |                 |               | YNCS   | 48              | 24            |

# A Taste of Newport: The Navy Family Goes for This Duty

The following report is a round-up on living conditions at a naval complex in continental United States. Although ALL HANDS has published a series of articles on living conditions at overseas bases, and will continue to do so, inquiries from personnel ashore and afloat indicate that they are just as much interested in what to expect when they are ordered to duty at a naval station in the United States.

This living conditions report is on the Newport naval complex. The Navy has been active in the Newport area since the Revolutionary War, and in past decades thousands of Navymen and their families have called Newport home.

Other naval commands in the United States (and overseas) are invited to forward reports on living conditions in their area and information of interest to ALL HANDS readers. Material may be forwarded to Editor, 1809A, Arlcx, Wash., D.C., 20370.

THE NAVAL BASE at Newport R. I., was established in 1946 to "maintain and operate medium base facilities," some of which date back to the early days of the U. S. Navy. Its primary mission is to provide logistic and other support to the units of the Fleet and other associated naval activities. It consists of 15 component commands over which the Commander of the Naval Base has control. For a full history of Newport see the box on these pages and the special report in ALL HANDS, July 1964 (page 54).

The component commands located on the east side of Narragansett Bay include: Naval Finance Office; Naval Communication Station; Naval De-gaussing Station; Fleet Training Center; Naval Hospital; Marine Barracks; Naval Officer Candidate School; Public Works Center; Naval Schools Command; Naval Justice School; Naval Station; Naval Supply Depot and the Naval Underwater Ordnance Station, which in-

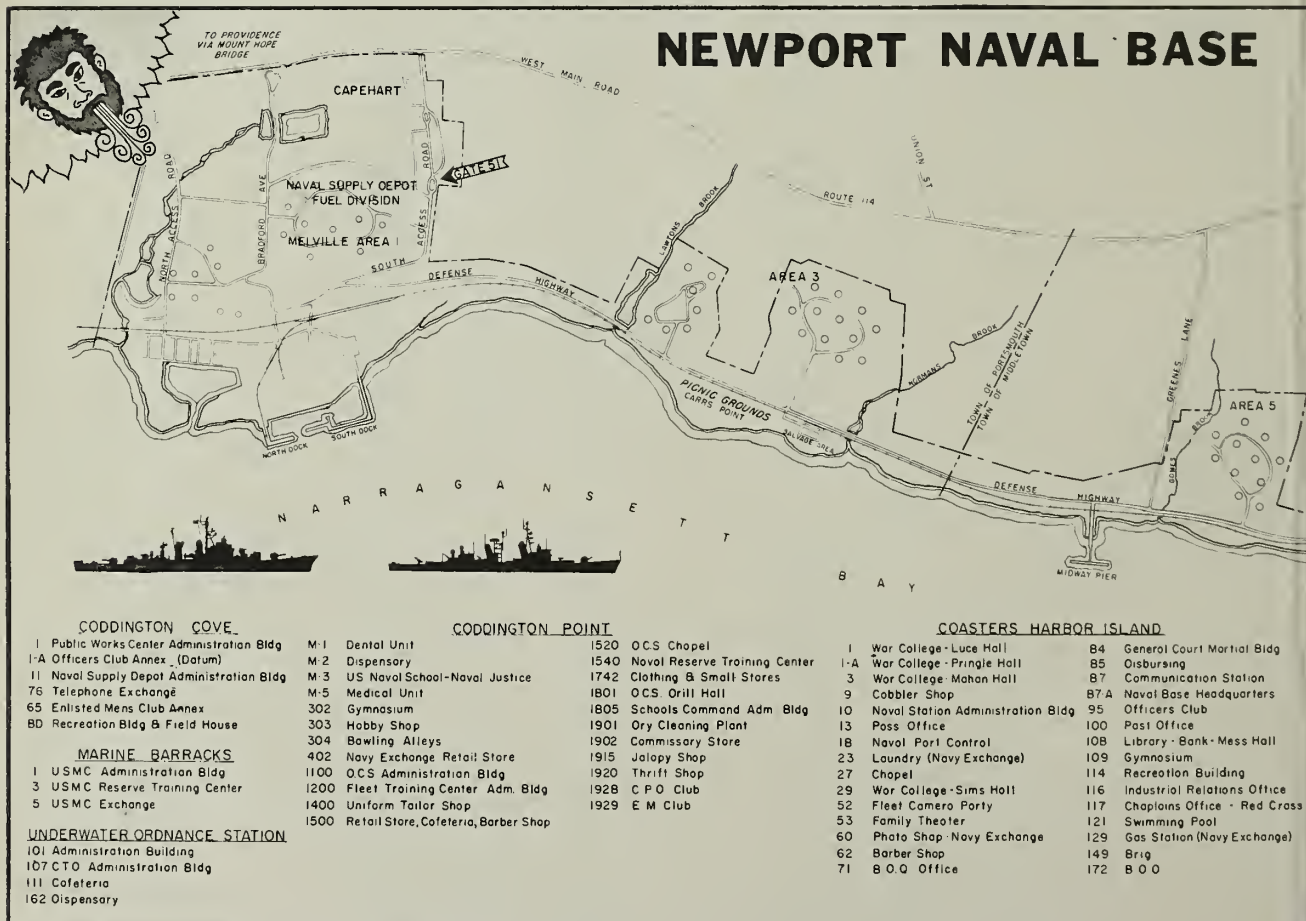
cludes the Naval Underwater Weapons Systems Engineering Center.

On the west side of Narragansett Bay are located the Naval Air Station, Quonset Point and the CB Center, Davisville.

## Housing

Due to the fact that Newport is a resort area, housing is a traditional problem. Waiting lists for Navy housing are long and move slowly. Off-base housing is expensive and often inadequate. Temporary accommodation is expensive. The public Works Department is working to alleviate these problems, and has gradually improved the situation. But at present, it is wise to secure housing before moving your dependents into the area.

Many ship-based Navymen have solved the housing problem by locating in the Providence suburbs, about one hour's distance by bus. Many car pools are also in these suburban areas.





The Naval Housing Office is just inside Gate 1. It maintains local listings, waiting lists for Navy housing and compiles housing information for all personnel in the area.

**Anchorage**—The Anchorage (married enlisted two- and four-bedroom quarters) is located in Middletown. The two-bedroom quarters consist of either first or second floor apartments having two bedrooms, a combination living-dining room, kitchen and bath. Families with four or fewer children are permitted, but may request larger quarters after one year's occupancy if an increase in dependents justifies assignment to larger quarters.

The four-bedroom units are duplex, two-story units with a combination living-dining room, kitchen and two full baths.

**Capehart**—Capehart housing is for married Fleet officers, and married Fleet or shore-based enlisted personnel in pay grades E-4 with more than four years' service through E-9, eligible for assignment in Capehart public quarters. Officers occupy 82

units; 398 are available for enlisted personnel.

Of the enlisted units, 238 are located at Melville, about five miles from the main base; 160 are adjacent to the main base. The units consist of living room-dining room combination, all electric kitchen with range and refrigerator-freezer furnished, and one and one-half baths, three bedrooms upstairs, a car port, and plenty of storage space. Pets are allowed.

Application forms are available at the staff legal office at Cruiser-Destroyer Force Headquarters, Pier Two. Out-of-area applicants should address their applications to COMCRUDESANT Housing Officer. There is normally a long waiting list.

All Newport Navy housing is public quarters and requires full BAQ allowance.

**Commodore Perry Village**—This is an FHA-owned development in Middletown consisting of first-floor two- and three-bedroom units. The buildings are duplex type and in addition to the bedrooms consist of a living-din-

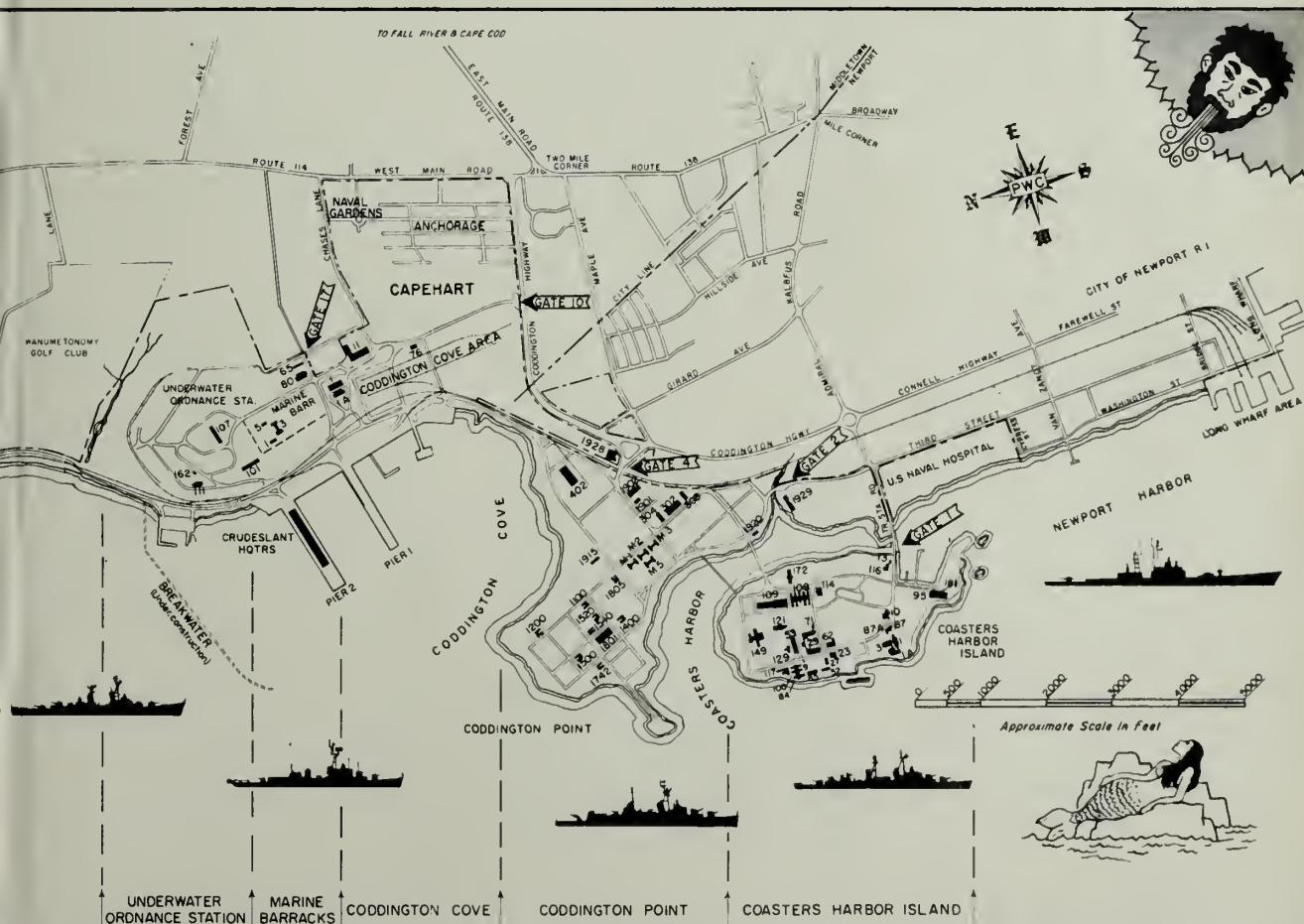
ing room combination, kitchen and bath.

Apartments are unfurnished except for a stove and refrigerator and are available to officers and enlisted personnel. Rental charges are \$66 a month for a two-bedroom apartment; \$86 a month for a three-bedroom apartment. Heat and utilities are not included. A month-to-month lease is required by the management.

**Novel Gardens**—These are two- and four-bedroom married enlisted quarters also located in Middletown. The two-bedroom units consist of first and second floor apartments with a living-dining room combination, kitchen and bath.

The four-bedroom units are duplex, two-story, with a combination living-dining room, a kitchen and two full baths.

**Tonomy Hill**—This is a city housing project in Newport. Apartments are available to Fleet and shore-based enlisted personnel. Rent is \$60 a month for a one-bedroom apartment; \$65 for a two-bedroom; \$70 for three bedrooms; \$75 for four bedrooms;



and \$80 for a five-bedroom apartment. Rent includes all utilities. Apartments are unfurnished except for a stove and refrigerator. Pets are not allowed. To apply, contact Newport Housing Authority, 1 Park Holm, Newport.

**Married Officers Quarters**—MOQs on base are limited in number and have either been designated by billets or the responsibility is delegated to the commanding officer of the base for assignment. Married officers attached to naval base components on the east side of Narragansett Bay (other than the Naval Hospital, which has its own quarters) are eligible to occupy naval station quarters. Fleet personnel are not eligible.

Requests are kept on file until a vacancy exists, at which time assignment is made by the commanding officer.

**Brenton Village**—This is located at Fort Adams in Newport, and consists of two-bedroom, first-floor apartments with living-dining room, kitchen, bath and garage. They can be had either furnished or unfurnished (with range and refrigerator). Fleet and shore-based officers are eligible to apply but only those units not required by Naval War College officers are available for assignment between 1 September and 1 May. No assignments to other than War College personnel will be made between 1 May and 1 September each year.

## Facilities

**Auto Stickers and Passes**—You can obtain a visitor's pass, good for 24 hours from the sentry upon presentation of an ID card and driver's license and state inspection sticker. To obtain a permanent tag, it is necessary to make application to the pass office at Gate 1.

Regulations require a minimum of \$5000 property damage and \$10,000 public liability insurance to be carried before stickers will be issued. You must have a valid safety inspection sticker, driver's license, registration and insurance papers available, plus ID card, when you apply for a sticker.

Violation of station and local traffic laws can result in suspension of base driving privileges.

**Transportation**—Shuttle bus service provides transportation for personnel attached to ships and shore activities on the east side of the Bay. There is no charge for military personnel

and their dependents. The bus service extends from Melville to Coasters Harbor Island and the Naval Hospital and runs every 40 minutes from 0600 to 2400, seven days a week. Detailed bus schedules are posted on bulletin boards throughout the base.

Commercial buses offer transportation into downtown Newport. They also provide direct service to Providence, Boston and Fall River. Trains run to New York and Boston from Providence. An airline provides eight-passenger air taxi service between Newport and Providence with special military rates, or charter service for military personnel at special rates anywhere in the country.

**Joint Airlines Military Ticket Office**—This office offers airline reservations and ticketing services to military personnel and their dependents on the east side of Narragansett Bay. Other JAMTO services include rental car reservations at various destinations, tours in the continental U. S. and overseas, bus transportation information to the airport in Providence, and arrival and departure times of airlines in U. S. and overseas cities.

**Commissary**—The commissary store is located just inside Gate 4, Coddington Point. It is closed on Mondays. Government checks will be cashed to the extent that funds are available. Personal checks may be cashed for the amount of your purchase or for cash up to \$50.

A nursery is operated on the sec-

Charley Wise, HMCS, USN



"And after sweepdown you can empty the butt kits and polish all the bright work."

ond floor for patrons' children. Three adults keep an eye on them.

**Navy Exchange**—The main Navy Exchange retail store is at Coddington Cove. It also offers check-cashing service (personal checks up to \$50). Check cashing service is available on payday in various retail stores for U. S. Treasury checks paid to military personnel. Authorized merchandise not regularly carried may be ordered.

Navy Exchange mobile canteens serve all boat landings and piers, and populated areas on request.

Other Navy Exchange facilities include laundry, dry cleaning and pressing, barber shops, tailor shops, cobbler shops and service stations.

**Medical and Dental**—The dispensary is located at Coddington Point. Daily sick call is held for service personnel. Emergencies are seen at any time.

The dental department also is located at Coddington Point. Daily sick call is held for service personnel only. All routine treatment is performed by appointment after an examination has been completed. Emergencies are seen at any time. Dental treatment for dependents is not authorized. The officer staff and students of the Naval War College receive dental treatment at the Naval Hospital dental service.

The Naval Hospital, located adjacent to the Coasters Harbor Island section, is a regional hospital providing general clinical and hospitalization service to all military personnel in the Narragansett Bay area, including units of the Atlantic Fleet. It also offers in- and outpatient care for retired personnel and dependents.

**Nurseries**—The Anchorage Day Care Center cares for children from 0730 to 1730 Mondays through Fridays. Children's ages range from three months to six years. Hourly rates are: one child, \$.30; two children, \$.45; three or more children, \$.55. Hourly rates are \$.10 less for children of E-4s and below.

Special rate for working mothers is \$2.00 for one child and \$.50 for each additional child per day. Meals are included in these prices. For children of E-4s and below, a special rate for working mothers is \$2.00 a day for one or two children. For three or more children the rate is \$2.50 per day. A registration fee of \$.50 twice yearly is required.

The Naval Station Nursery School



is open to enlisted or officers' children from ages three to five years. Sessions run from 0900 to 1200 Monday through Friday during the school year. Monthly rates for officers' children are: one child, \$15.00; two children, \$25.00. Monthly rates for enlisted men's children are: one child, \$10.00; two children, \$15.00.

The Naval Hospital Nursery is available to mothers while visiting the outpatient clinic or the sick wards. This nursery is also used for preschool children during divine services.

The Fort Adams Nursery school is conducted for children of officer,

enlisted and Fleet personnel, ages three to five years. Hours are from 0900 to 1200 Monday through Friday during the school year.

**Religious Services**—All Protestant, Catholic and Jewish divine services are listed each week in the Naval Station newspaper, the *Navalog*. Worship schedules are also available at the Chaplain's Office. The Naval Station chapel is located in Building 27, Coasters Harbor Island. The Chapel by the Sea is located at the Naval Hospital. The OCS chapel is in the OCS area.

**Information and Education Office**—Complete information concerning basic

and elementary education, off-duty education programs, tuition aid, voting and savings bonds may be obtained at I&E. Counseling, guidance and applications for the various educational programs are also available. USAFI courses are ordered and USAFI tests on the high school and college level are administered. A complete library of Navy training manuals, for all rates and all pay grades, as well as USAFI books, may be checked out. Information concerning the various programs that lead to appointment to commissioned status is available. I&E is the testing agency for all competitive ex-

## ***Navy, Narragansett and Newport Are Old Friends***

From its infancy during the Revolutionary War to its present state of sophistication, the U. S. Navy has been a part of the Narragansett Bay scene. As the first commander in chief of the Continental Navy, Esek Hopkins (who was a native Rhode Islander) used the Bay between combats; in later years after the Revolution was over, U. S. men-of-war were common sights in the upper and lower Bay.

During the Civil War, to avoid capture by the Confederates, the government transferred the faculty and student body of the Naval Academy from Annapolis to Newport, where it operated for four years.

In 1869, the Secretary of the Navy authorized the establishment of an experimental torpedo station at Goat Island. The station was then responsible for developing torpedoes and conducting experimental work on other forms of naval ordnance. It reached its peak in World War II, when more than 13,000 persons were employed and when it manufactured more than 80 per cent of the torpedoes used during the war. At that time, the station was the largest single industry to operate in the state.

Until the last two decades of the 19th century, a sailor learned most of his trade on the job. However, in the 1880s a new concept of shore-based training for officers and men was developed. As a result, Coasters Harbor Island became the home of the famous Naval War

College and the Navy's first recruit training station.

With the advent of steam-powered ships, the Navy was required to establish coaling stations for units of the Fleet. Just before the turn of the century, one of the largest coaling stations in the country was established at Melville, at which many early battleships and cruisers coaled ship.

By 1913, the Navy had acquired Government Landing in downtown Newport and had constructed the naval hospital on the mainland of Aquidneck Island. During World War I, as thousands of recruits came to Newport, the Navy acquired Coddington Point to accommodate the overflow from the training station on Coasters Harbor Island.

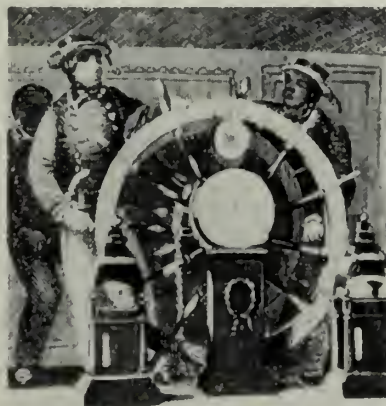
In 1940, the base developed rapidly. Coddington Point was reactivated to house the many

thousands of recruits being trained at Newport; Coddington Cove became a supply station; new fuel facilities were constructed at Melville along with a PT boat training center and a net depot. A Harbor Defense unit and communications station were built on Jamestown Island. In 1942, the Advanced Base Depot at Davisville, predecessor to the present Construction Battalion Center, was established.

After the war, many of the temporary units were deactivated. In 1946, the entire naval complex in the Bay area was consolidated under a single military command, the U. S. Naval Base.

In 1952, the Training Station was shut down as a result of the transfer of recruit training to Bainbridge. However, the Fleet Training Center and Naval Schools Command, which had been established several years earlier at Newport, continued to provide specialized training to Fleet personnel, and the Officer Candidate School, which opened in 1951, became the Navy's primary source for junior Naval Reserve officers.

Recently, modernization of facilities has been one of the major projects at Narragansett Bay. In the past few years, several permanent barracks and BOQs have been built to replace WW II-type structures; huge warehouses and transit sheds have been opened at the Naval Supply Depot; and Public Works facilities have been consolidated.



aminations, including service-wide and proficiency exams.

**Library**—The library contains approximately 23,000 volumes including reference and academic books, current bestsellers, biographies and naval professional publications. New books are continuously added to the collection.

Newspapers and magazines are also available, as are phonograph records for every listening taste. Records and record-playing equipment, including headphones, are available for use in the library. Records may also be checked out for home use. On Sundays, a record concert is held.

**Recreation Center**—The Recreation Center also serves as the Enlisted Club. Included in the Center's facilities are a TV lounge, a bowling alley with eight automatic lanes, a Navy Exchange cafeteria, table shuffleboard, and a reading room. There are 20 pool tables and table tennis equipment in the pool room topside.

**Tennis Courts**—Considered by many players to have the best clay courts in the Navy, Newport plays host to the annual All-Navy tennis classic. All tennis courts are located on Coasters Harbor Island. There are four clay courts just inside Gate One; five hard surface courts near Gym 109, and two clay courts in the BOQ area. Tennis rackets may be checked out.

**Sailing**—A fleet of 30 craft, from S boats to Lightnings and Mercuries, are available for check out. A nominal fee is charged for sailing permits.

Wednesday afternoons have been set aside for intramural races. The sailing season extends from 15 May to 15 September (weather permitting). Individuals checking out boats must have a Class A, B or C sailing permit.

You may check out skiffs for rowing and fishing in the protected waters of the bay without special qualifications, except certifying that you are able to swim 50 yards in smooth water. Also available for issue are small outboard motors. They must be used only with Naval Station skiffs and may be checked out during regular sailing periods at a nominal charge.

**Hobby Shop**—The hobby shop is located at Coddington Point. Equipment includes woodworking machinery, hand tools, sheet metal brake, electric welding, acetylene welding

and cutting, radio repairs, and photographic equipment.

The hobby shop garage also is located at Coddington Point. It is equipped to make general repairs on privately owned automobiles.

**Fishing Privileges**—Sachuest is open 24 hours a day all year for fishing. The privilege is shared by military personnel and civilians. All military personnel may use their ID cards for admittance to the reservation. Civilian personnel and military dependents must obtain a fishing permit.

## Exams

• **TEST CONTROLS**—USAFI tests are of two principal types—those that measure knowledge of a specific subject and those that measure general educational development. Successful completion of the first type is regarded by the services as equivalent to satisfactory completion of the corresponding course at a civilian institution.

The other type of USAFI test includes the General Educational Development (GED) test and the College Comprehensive Tests—General Examinations (CCT-GE).

Successful completion of the GED test battery is the Service-accepted equivalent of high school graduation, while passing the CCT-GE corresponds to one full year of college credit. Many educational institutions award the same amount of credit for these tests as do the Services.

LT Paul B. Kincade, USN



"D'ya think I ruined the soup, Harry . . . I put in two pinches of garlic salt instead of one!"

To protect the integrity of these exams, and thus their value for accreditation, commanding officers have been directed to examine their testing procedures to ensure meticulous compliance with established practices.

Particular attention should be given to the following instructions found in BuPers Notice 1560 of 30 Mar 1966:

- Check thoroughly all test materials upon their arrival (including a page check) before signing and returning the Document Receipt Card.
- Keep tests in prescribed secure file at all times when they are not actually in use.
- Maintain prescribed check-out, check-in sheets.
- Ensure careful supervision throughout administration of tests.
- Require identification of all personnel being tested before they are admitted to testing spaces.
- Check (including page check) all tests turned in on completion.
- Return completed tests and answer sheets to USAFI within the allotted time limit (30 days for shore activities, 60 days for ships.)
- Never transfer tests to another activity. If the candidate is no longer on board return test materials to USAFI.

## Family Protection Plan To Give Tax Break to Navyman

Navymen who elect the Retired Serviceman's Family Protection Plan will now be taxed on the same basis as federal employees covered under the Civil Service Retirement System.

Formerly, Internal Revenue Service rulings required that a participant in the RSFPP be taxed on the full amount of his retired pay rather than on the reduced amount he actually receives. In addition, the value of the survivor's annuity was included in his gross estate and subject to estate taxes.

Public Law 89-365, which was signed on 8 March, provides that:

- Only the amount of the reduced retired pay be taxed;
- The survivor be taxed only on the payments actually received from the annuity;
- The survivor's annuity be excluded from the gross estate of the deceased for estate tax purposes; and
- The amounts of the reduction



in retirement pay taxed before 1 Jan 1966 be offset against the otherwise taxable retirement pay in the future.

• In addition, amounts of up to \$5000 received from an annuity after 31 Dec 1965 may be excluded from gross income by a survivor of a member who was retired for disability and who died before reaching normal retirement age.

The Retired Serviceman's Family Protection Plan was described in the January 1965 issue of ALL HANDS; additional information is contained in BuPers Instruction 1750.1D.

### List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm features movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Incident at Phantom Hill* (C) (WS): Action Drama; Dan Duryea, Tom Simeon.

*Laurel & Hardy's Laughing 20's*: Compilation.

*Secret of the Sphinx*: Adventure Drama; Tony Russell, Maria Pershey.

*The Little Nuns*: Comedy Drama; Catherine Spaak, Amedeo Nazzari.

*Sandokan the Great* (C) (WS): Melodrama; Steve Reeves, Genevieve Grad.

*24 Hours to Kill* (C) (WS): Adventure Drama; Mickey Rooney, Michael Medwin.

*Father Came Too* (C): Comedy Drama; James Robertson Justice, Leslie Phillips.

*Murder by Two*: Suspense Drama; Mel Ferrer, Danielle Darrieux.

*Apache Uprising* (C) (WS): Action Drama; Rory Calhoun, Corinne Calvet.

*The Monkey's Uncle* (C): Comedy; Tommy Kirk, Annette Funicello.

*Redline 7000* (C): Melodrama; James Caan, Laura Devon.

*The Invisible Dr. Mabuse*: Mystery Drama; Lex Barker, Karen Dor.

*The Great Race* (C) (WS): Comedy; Jack Lemmon, Tony Curtis.

*Sands of the Kalahari* (C) (WS): Drama; Stuart Whitman, Stanley Baker.

*Mark of the Tortoise*: Suspense

Drama; Hildegard Neff, George Gotz.

*The Golden Goddess of Rio Beni*: Adventure Drama; Pierre Brice, Filian Hills.

*The War Lord* (C) (WS): Melodrama; Charlton Heston, Richard Boone.

*Greed in the Sun* (WS): Melodrama; Jean Paul Belmondo, Lino Ventura.

*Agent 8 3/4*: Comedy; Dirk Bogarde, Sylva Koscina.

*The Fast Lady*: Comedy; James Robertson Justice, Leslie Phillips.

*Dr. Goldfoot and the Bikini Machine* (C) (WS): Comedy; Vincent Price, Frankie Avalon.

*Madame X*: Drama; Lana Turner, John Forsythe.

*The Earth Dies Screaming*: Melodrama; Willard Parker, Virginia Field.

*The Spy Who Came in From the Cold*: Drama; Richard Burton, Claire Bloom.

*A Patch of Blue* (WS): Drama; Sidney Poitier, Elizabeth Hartman.

*Finger on the Trigger* (C) (WS): Western; Rory Calhoun, James Philbrook.

*Planet of the Vampires* (C): Melodrama; Barry Sullivan, Norma Bengell.

*Kid Rodelo*: Western; Don Murray, Janet Leigh.

*Harper* (C) (WS): Melodrama; Paul Newman, Lauren Bacall.

*The Rare Breed* (C) (WS): Drama; James Stewart, Maureen O'Hara.

*Have I the Right to Kill*: Suspense Drama; Alain Delon, Lee Massari.

*The Temple of the White Ele-*

*phant*: Melodrama; Sean Flynn, Marie Versini.

*Where the Spies Are* (C) (WS): Melodrama; Francoise Dorleac, David Niven.

*The Slender Thread*: Drama; Sidney Poitier, Anne Baneroff.

*The 2nd Best Secret Agent in the Whole Wide World* (WS): Comedy; Karel Stepanek, Tom Adams.

*Frankenstein Meets the Space Monster*: Melodrama; David Ker- man, James Karen.

### Navyman Wins Scholarship

The benefits of Navy schooling are usually spoken of as intangibles, such as better advancement opportunity, or increased proficiency in your job. But sometimes you can measure it in dollars.

Electronics Technician (N) Second Class Daniel L. Capp had no experience in electronics before he joined the Navy, but he recently received a \$250 achievement scholarship from an industrial concern in Monterey, Calif., to continue his studies at college.

An evening student in electronics, Petty Officer Capp gives a lot of credit to the Navy's 38-week electronics course, which he says laid the groundwork for his college studies, and, of course, helped him in his rating advancement.

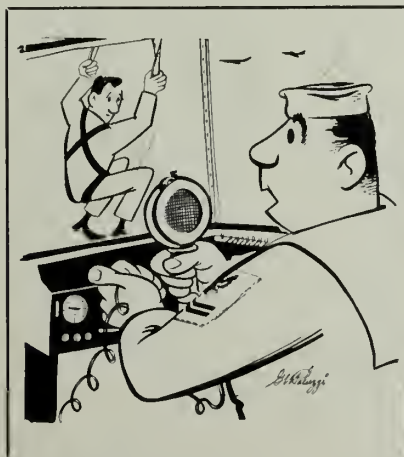
Currently stationed at the Naval Postgraduate School, he works in the electronics laboratory where he calibrates and repairs electronic testing equipment used by the school's students.

### Blood Underway

The first known replenishment of blood while underway at sea is credited to USS *Oklahoma City* (CLG 5), adding a new facet to the versatility of the Seventh Fleet.

While steaming off the coast of Vietnam near the hospital ship USS *Repose* (AH 16), *Oklahoma City's* helo delivered whole blood for surgical patients then on the operating table.

The incident occurred shortly after the crew of the Seventh Fleet flagship donated 63 pints of blood for another blood bank. Responding to *Repose's* appeal, 300 other crewmen were ready to contribute their share too, but all except 28 men with rare blood types were turned down for lack of time.



"Do you have a clearance to land?"

## Scholarship Grant May Mean Chance for Full-Time Study By Navymen on Active Duty

Navymen may now accept scholarships (including grants and fellowships) and still remain in an active duty status for as long as the scholarship is offered. The scholarship must be offered for scientific, literary or educational purposes and all student expenses must be covered by scholarship benefits.

Although Navymen who accept scholarships under this program must be full-time students, teaching, research and similar activities which may be required under the terms of the scholarship may be done by the student provided such activity is also required of other students who are working toward the same degree.

To be acceptable, scholarships must be offered by tax exempt corporations, foundations, funds or educational institutions organized and operated primarily for scientific, literary or educational purposes or from similar foreign corporations which would qualify as tax exempt were they not foreign.

Scholarships may also be accepted from other organizations operated primarily for scientific, literary or educational purposes provided they are approved by the Assistant Secretary of Defense for Manpower.

Business groups operating for profit, foreign governments and political organizations do not qualify as eligible donors.

Any U.S. Naval Academy or NROTC midshipman or any U.S. Navyman on active duty who wins a scholarship for which he has been authorized to compete may be sponsored by the Navy. Permission to compete for a scholarship must be obtained from the Chief of Naval Personnel. If the purpose of the scholarship is to recognize outstanding performance, the competition requirement does not apply.

The education or training to be received under the scholarship or the research to be performed must enable the recipient to satisfy a requirement of the armed forces, contribute toward the recipient's recognized potential for a career or contribute to a project of value to the United States.

To accept a scholarship under Navy sponsorship, applicants for

postgraduate study must at least have junior undergraduate standing at a degree-granting college or university.

Enlisted men applying for scholarships must be able to complete their studies for a baccalaureate before they are 27 years old.

When applications are forwarded by the applicant's command to the Chief of Naval Personnel, selection will be made using the following factors: The needs of the service; the donor's eligibility; the student's scholastic and professional qualifications; recommendation of the endorsing command; field of study and financial considerations.

All applicants will be informed of the action taken on their request.

Navymen who are authorized to accept scholarships will be ordered to report to the nearest naval activity for duty under instruction at the college or university for the tenure of the scholarship.

Students who are offered a renewal of their scholarship for an additional period of time will be required to forward a copy of the letter offering the renewal to the Chief of Naval Personnel with a request for authorization to accept an extension of tenure as a scholarship student.

At the end of each academic term, students in the program must submit an accountability statement to the Chief of Naval Personnel containing the following information: Benefits received from the scholarship in cash or in kind; actual cost

of tuition; books, fees; an itemization of any other directly related expenses; living expenses provided by the award; and a transcript of grades or an evaluation of progress.

After completing work on a degree, students must submit a transcript to the Chief of Naval Personnel noting that the degree was awarded.

Navymen who study under this scholarship plan must agree not to resign during the period of the scholarship and to serve at least three times the period covered by their studies.

Midshipmen may be accepted for study under the scholarship program only after they are commissioned and ordered to active duty with full pay and allowances.

Complete details concerning the scholarship program may be found in SecNav Inst. 1500.4B.

## Navy, Coast Guard To the Rescue

The Navy and Coast Guard joined hands to rescue 27 Greek seamen from a sinking freighter about 600 miles northwest of Midway Island.

While rescue helicopters hovered overhead and surface rescue craft remained close by, a message went out from Commander, Hawaiian Sea Frontier in Hawaii ordering the Military Sea Transport Ship, *USNS General Nelson M. Walker* (AP 125) to change course and render assistance.

Coast Guard helicopters had dropped life rafts to the imperiled crew members aboard the freighter during the night. The rafts were used to transfer the crew to *Walker*. The crew was then taken to San Francisco.

The crew of *Gainsville Victory*, a freighter which also answered the distress call, also had cause to be thankful for the Navy's presence. Two seamen who had been badly injured by an explosion were treated by a Navy doctor and evacuated by air to Hawaii.

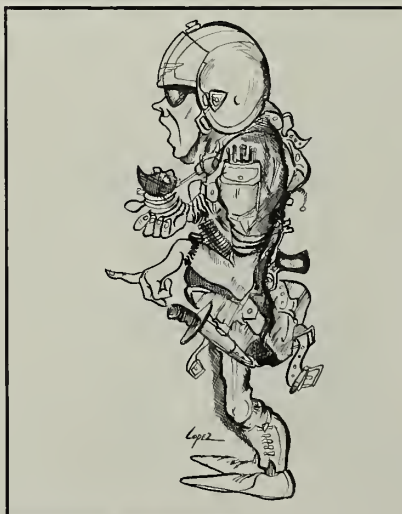
## Correspondence Courses

Two revised correspondence courses have been issued for the use of enlisted personnel. They are:

- *Basic Military Requirements* (NavPers 91202-1B); supersedes NavPers 91202-1A.

- *Communication Technician O, 3rd and 2nd Class*, (NavPers 91547-A); supersedes NavPers 91547.

Robert Lopez, USN



"What do you mean, flight quarters has been canceled?"



## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes.

### Alnavs

No. 16—Directed a phased reduction of involuntary extensions of enlistments as imposed by Alnav 45-65.

No. 17—Announced approval by the Secretary of the Navy of the report of a selection board that recommended promotion of USMC personnel to the grade of second lieutenant (temporary).

No. 18—Advised of advance changes to the *Judge Advocate General Manual*, JAG Inst 5800.7 and *Navy Regulations* regarding authority to convene special courts-martial.

No. 19—Announced the acceleration of advancement resulting from the February examinations for advancement in rating.

No. 20—Directed that issue and use of certain drugs be suspended.

No. 21—Announced a revision of the list of ratings eligible for the variable reenlistment bonus.

### Instructions

No. 1130.41—Establishes provisions whereby Naval Reservists and inductees may enlist in the Regular Navy or continue on active duty as Naval Reservists.

### Notices

No. 1021 (11 April)—Announced a change to the requirements for bag inspections.

No. 1520 (11 April)—Described the scope of the Navy postgraduate educational program planned for the academic year 1967-68.

No. 4632 (14 April)—Informed naval personnel of recent legislation concerning the purchase of tax-exempt airline tickets while in a leave status between the U.S. and an overseas area.

No. 1430 (15 April)—Announced the names of additional personnel who have been selected for advancement to senior chief petty officer.

No. 1120 (16 April)—Announced the selection of personnel for training leading to appointment in the grade of ensign, USN, in the un-

restricted line or staff corps, and for appointment to warrant officer, W-1.

No. 1306 (25 April)—Established procedures regarding the reassignment of naval personnel who have been twice wounded in Vietnam or adjacent waters.

## HOW DID IT START

### ONR Will Be a Young Twenty

The Office of Naval Research will be 20 years old on the first of August and it has much to show for its efforts.

The Office of Naval Research was actually founded through a merger of several scientifically oriented offices. They were brought together under one jurisdiction through the efforts of several scientifically trained naval officers bent upon continuing the Navy's scientific growth after the end of World War II.

During its lifetime, ONR has pioneered the concept of contract research which set no deadlines but was renewed upon the basis of progress shown.

Although this method of contracting was considered revolutionary at the time, it was adopted by other government agencies whose lifeblood was scientific research.

Over the years, ONR's programs have produced new knowledge which has profoundly influenced science. One field which felt ONR's early impact was nuclear physics. This early ONR program enabled the United States to move ahead in nuclear physics before the establishment of the Atomic Energy Commission.

ONR's steady support of basic research in solid state physics and quantum electronics has had the effect of ushering in the electronics age. As a result of this research, many electronic components and devices for storing, recording and displaying information have become progressively smaller, less demanding of power, more reliable and faster in their response.

Since 1947, as another example, ONR has

No. 1418 (25 April)—Announced the schedule for Navy-wide advancement examinations for enlisted personnel in August (Series 41) and described changes to the procedures contained in BuPers Inst 1430.7D for this examining period.

pioneered the use of balloons to explore the upper atmosphere and to obtain primary cosmic ray data. Improved materials and new manufacturing techniques developed in ONR programs now permit plastic balloons to soar above 120,000 feet to snatch information on the radiation belts discovered by Dr. James Van Allen who was, himself, an ONR contractor for many years.

The Office of Naval Research also inaugurated balloon astronomy. Telescopes carried high above the earth's turbulent atmosphere have taken the sharpest photographs of the sun ever obtained as well as information on Mars, Venus and the cool red giant stars.

The Navy's traditional interest in astronomy also led ONR to the realization that the United States should develop a strong radio astronomy program. Four major radio telescopes have been built and operated at universities with ONR support. These, too, have led to numerous discoveries concerning our own universe and pinpointed the location of radio sources in galaxies hundreds of light-years away.

The Office of Naval Research has also conducted broad research programs benefiting Navy men who work under stress in unusual environments. Its biological research has included the development of new antibiotics and techniques for long-term preservation of whole blood and tissues by freezing as well as new surgical procedures.

The experiments conducted under ONR sponsorship with animals, particularly the porpoise, have opened new vistas as has its pioneer work in deep submergence systems using the bathyscaph Trieste which it purchased and brought to this country in 1958.

During the summer of 1964, ONR initiated and conducted Sealab I and followed it in 1965 with Sealab II which clearly proved that man could live and work at depths up to 205 feet for long periods of time.

The Office of Naval Research was the first federal agency to establish close working relations with basic research investigators on the university campus. In the future, it expects to continue supporting university research, yet remain flexible enough to plan and conduct, on its own initiative, research and engineering experiments to meet changing naval requirements. Such blending of civilian scientific talent with the technological needs of the Navy can be expected to bring forth a radically new Navy during ONR's next 20 years.



# Rules on Automatic Advancement for 'A' School Graduates

THE PRACTICE of automatically advancing eligible graduates of Class A schools to pay grade E-4 after graduation has provided an incentive to Navymen to extend their service, thereby providing the Navy with needed high quality, school trained personnel.

Recently there have been some changes in the rules governing the automatic advancement procedures as well as additions to the list of schools offering automatic advancement.

A student must obligate himself to a minimum of six years of active duty service in the Navy at least two years of which must be served after his graduation from Class A School.

Students who are advanced must also be eligible to participate in the Navy advancement examinations as outlined in BuPers Inst P1430.7 series and be advanced within one year of their graduation from Class A School.

Students must still meet a minimum grade requirement upon graduation from Class A School too. The graduate's final grade must be at least as high as the grade representing the percentile computed on the basis of U.S. Navy students attending the school during the previous quarter.

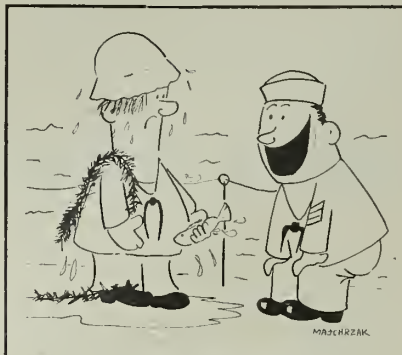
One change concerns Class A schools which offer instruction in more than one phase—basic and advanced—and which require a six-year obligation before a student can be assigned to the course's advanced phases.

Only students who are eligible for the advanced phase are now eligible for automatic advancement.

Another proviso in the new eligibility rules provides a break for the student who is selected for the advanced phase of study yet lacks the necessary percentile rating for advancement upon completion of the basic phase of his training.

Such students will be given an opportunity to qualify for automatic advancement if their cumulative Class A School grade average is at least as high as the percentile grade established for the basic phase of the course, provided, of course, the students are qualified in all other respects.

BuPers Inst 1430.14B gives an



"How's the anchor watch?"

example of the obligation agreement necessary for automatic advancement. Navymen qualifying for automatic advancement under previous editions of BuPers Inst 1430.14 series may still be advanced when qualified. The appropriate instruction of this series should be cited as authority.

Here is a list of Class A schools whose graduates may be eligible for automatic advancement to pay grade E4 provided they fall within the current percentile listed opposite the school. The percentiles are computed quarterly.

Schools which are marked with one asterisk (\*) are recent additions to the list. Two asterisks (\*\*) signifies that satisfactory completion

of MA in-service training at NAVCOSSACT, PAMILANT and PAMIPAC is considered equivalent to graduation from MA Class A school.

| Class A          |            | Class A  |            |
|------------------|------------|----------|------------|
| School           | Percentile | School   | Percentile |
| AE               | 75         | EO*      | 50         |
| AC*              | 75         | ET       | 50         |
| AG               | 75         | FT       | 50         |
| AQ               | 50         | GM       | 75         |
| AT               | 50         | MA**     | 75         |
| AX               | 50         | MM       | 75         |
| BT               | 75         | MT       | 75         |
| BU*              | 50         | PT       | 50         |
| CE*              | 50         | RD       | 50         |
| CM*              | 50         | RM       | 75         |
| CT (A)           | 75         | ST       | 50         |
| CT (I), (M), (Q) |            | SW*      | 50         |
| (R), (T)         | 50         | TD       | 75         |
| CYN*             | 75         | TM       | 75         |
| DS               | 50         | UT*      | 50         |
| EA*              | 50         | YN*      | 75         |
| EM               | 75         | Polaris* | 50         |
| EN*              | 75         |          |            |

## Do-It-Yourself Shoppers

Storekeepers in Submarine Squadron 10 are now using an accounting system which simplifies the purchase of small items such as screwdrivers, drill bits and typewriter ribbons. The new system, which is gaining in popularity throughout the Fleet, is based on money.

Basically, it works like this: Instead of looking up the requisition number and filling out forms in triplicate for each item, the Navyman merely asks his storekeeper to make up a requisition—one requisition—for the total price of his shopping list. The Navyman then goes over to TenMart on the tender USS *Fulton* (AS 11).

TenMart is a Navy-type supermarket. The submariner picks up a shopping basket and selects the items he needs from the self-service shelves.

When he's finished shopping, the Navyman moves to a check-out counter, where the value of his purchases is totaled and the money spent is registered on the requisition. To the tune of tinkling cash registers, the submariner leaves TenMart, gives the requisition back to the storekeeper and goes back to work.

For every 15 requisitions submitted before TenMart's opening, only one is filled out now. The savings in time, money and nerve endings are considerable.

## Gitmo Hits One Billion

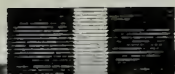
Navymen at Guantanamo Bay began drinking their own brand of distilled water nearly two years ago. Since that time the Guantanamo Desalinization Plant has been producing fresh water for the isolated base at the rate of over two million gallons per day.

In a ceremony recently, Rear Admiral John D. Bulkeley, the Guantanamo Naval Base Commander, twisted a valve which filled a souvenir jug with the one billionth gallon of fresh water produced by the plant.

Self-sufficiency for the Base with regard to water became necessary in February 1964, when the Cuban Government stopped the flow of water from the Yateras River water plant which had supplied Guantanamo Naval Base for over 25 years. (See ALL HANDS, May 1964, p. 10.)



# DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism . . ."

★ DICKSON, EDWARD A., Lieutenant, USNR, posthumously, for service as a jet attack pilot with Attack Squadron 155 aboard *uss Coral Sea* (CVA 43), during a retaliatory air strike against the Dong Hoi Army Barracks and staging area in North Vietnam, on 7 Feb 1965. When struck by intense enemy antiaircraft fire on the low-level run-in to the target area, his plane burst into flames. LT Dickson stayed with the aircraft until he had released his bombs on the target. Following his attack, he headed toward the sea, where he ejected from the plane. By his inspiring and courageous devotion to duty, LT Dickson upheld the finest traditions of the U. S. Naval Service.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BRESS, HENRY, Captain, USN, from June 1964 to November 1965 as prime mover within the Office of the Chief of Naval Operations in connection with Fleet Research Investigation FR-69, for his work in completing a weapons test ahead of schedule, thus insuring improved future missile systems for the Fleet.

★ LATTU, ONNIE PETER, Rear Admiral, SC, USN, as Director of the Office of Oil and Gas, Department of the Interior, from 7 Jul 1964 to 30 Nov 1965 for his work in directing the intensive effort which brought the newly authorized Emergency Petroleum and Gas Administration to a high degree of readiness for mobilizing the nation's petroleum resources in the event of a national emergency.

★ STOCKDALE, JAMES B., Commander, USN, for outstanding leadership, professional competence and enthusiastic devotion to the fulfillment of his responsibilities, thus reflecting great credit on himself and the Navy. The Combat Distinguishing Device is authorized.

★ VAN ARSDALL, CLYDE, J., JR., Rear Admiral, USN, as Chief of the Joint

War Games Agency, Organization of the Joint Chiefs of Staff, from 4 Mar 1963 to 10 Feb 1966, for his contributions to the solution of problems affecting national security.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ GRAY, HAROLD E., JR., Lieutenant Commander, USN, posthumously, while serving with Attack Squadron 25, embarked in *uss Midway* (CVA 41). During a convoy strike on the night of 21 May 1965, LCDR Gray led successive attacks against the target in the face of heavy and accurate enemy automatic weapons fire, resulting in near total destruction of a 50-truck convoy in North Vietnam.

Gold Star in lieu of Second Award

★ GRAY, HAROLD E., JR., Lieutenant Commander, USN posthumously, as a pilot in Attack Squadron 25, embarked in *uss Midway* (CVA 41), during operations against enemy aggressor forces in North Vietnam on 7 Aug 1965. LCDR Gray participated in successive attacks on a military installation in the

## Navy CO Honored by Vietnamese

The commanding officer of the Navy's Headquarters Support Activity, Saigon, was recently awarded the Vietnamese Medal of Honor, First Class, for his efforts and accomplishments in the capital city area of Saigon, South Vietnam, during two years in this assignment.

Captain Archie C. Kuntze, USN, received the medal from Major General Le Nguyen Khang, Commanding General of the Capital Military Region and Military Governor of Saigon.

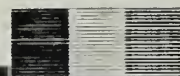
CAPT Kuntze's assignment involved many facets of military-civilian community relations.

The citation covered the period since June 1964 when CAPT Kuntze assumed command of the support activity.

city of Dong Hoi, North Vietnam, in the face of heavy and accurate antiaircraft fire which ultimately cost him his life. His airmanship, courage and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service.

★ LAHAYE JAMES D., Commander, USN, posthumously, as pilot of an F8D *Crusader* aircraft on 8 May 1965, while serving as commanding officer of Fighter Squadron 111, aboard *uss Midway* (CVA 41), during operations against enemy aggressor forces in Vietnam. Leading a flight of eight aircraft on an antiaircraft suppression mission against an enemy airfield, CDR LaHaye, in the face of heavy, hostile antiaircraft fire, initiated the strike for Attack Carrier Air Wing Two and struck his target with devastating effect. When his aircraft sustained severe damage from antiaircraft fire, he piloted the stricken jet through intense opposition away from enemy territory to the open sea.

★ SHEA, JAMES P., Lieutenant (jg), USNR, posthumously, as pilot of an aircraft in Attack Squadron 215, operating from *uss Hancock* (CVA 19) on 20 Apr 1965. Sighting a convoy of enemy trucks during a night road reconnaissance mission in North Vietnam, LTJG Shea carried out a rocket attack in the face of intense ground fire and succeeded in destroying several vehicles. However, his aircraft did not recover from one of the dives and exploded when it hit the ground.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ MARIAN, FRANKLIN, Gunner's Mate 3rd Class, USN, while serving on board *uss Shangri-La* (CVA 38) on the afternoon of 3 Sep 1965. Upon observing that a civilian shipyard employee had collapsed from lack of oxygen in a void on the ship and was apparently unconscious, Marian descended into the oxygen-deficient void and brought the victim up the ladder to the entrance, where others pulled him to safety. Upon reaching the top of the ladder, Marian was overcome and fell unconscious to the deck of the void. He was subsequently rescued by another shipmate. Through his prompt and courageous actions in the face of great personal risk, Marian undoubtedly saved the life of the civilian employee.

# TAFFRAIL TALK

**T**HIS IS A TRUE STORY about the fleet tug *USS Tawasa* (ATF 92). It is true because the COMFIRSTFLT public information officer says it is a true story and he is not a tugboat sailor.

The tale begins with Fleet tug number 92 laboring off the coast of Southern California, towing the hulk of an ancient destroyer. This early example had long since seen its best days, and the hulk was to serve as a target for bombing runs during the First Fleet exercise Gray Ghost.

Number 92, like all good Fleet tugs, followed her orders to the letter. The destroyer hulk ("The Enemy" in Gray Ghost terminology) was taken to a predetermined location and cast loose to await the arrival of the naval air arm. Faithfully, Number 92 stuck by her charge, but not too close.

The aircraft checked in on schedule and spent a good many minutes pounding away at The Enemy, scoring several very good bomb hits. But this destroyer showed the stuff it was made of. Near dusk the aircraft went home, leaving the destroyer badly damaged but still stubbornly afloat.

It was the surface Navy's turn. Two destroyers and a cruiser closed with the target, bringing their heavy batteries to bear. Tugboat number 92 stood back a respectful distance.

But justice does exist, and 92 was to get a piece of the action. The heavy gunners held their fire and the tug was allowed to make a "diversionary attack on The Enemy." Number 92 threw absolutely everything she had into the attack, firing several times with her three-incher.

The "Enemy" sank immediately, leaving the big-time gunners with cold barrels and no legal target.

"Sorry about that," was the word to the big boys from the Fleet Commander. We're not absolutely sure of his sincerity.

★ ★ ★

If you were a crewmember of *USS Holland* (AS 32) you would now be in receipt of the fine, new cruise book which depicts her first year of existence as a sub tender.

Sparkling captions and plenty of excellent photos show the men of *Holland* at work—many of which ALL HANDS would have been only too happy to publish if given the opportunity. (We'd still like them—eight by ten glossies, one copy only, of photos that do justice to the ship and crew.)

Incidentally, other ships preparing cruise books are encouraged to forward a representative selection of their better photos to ALL HANDS.

★ ★ ★

The idea isn't new, of course, but members of the crew of *USS Bon Homme Richard* (CVA 31) aren't the ones to bicker over details.

Captain G. F. Colleran is convinced that the "good guys"—those who do their job well, stay out of trouble, and pay their debts—should receive a touch of recognition.

In this instance, recognition takes the form of a special 48-hour liberty in the middle of the week.

The program is scheduled to continue throughout *Bon Homme Richard's* current upkeep period at Long Beach.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● **AT RIGHT: ON THE MOVE**—Navy Swift boats churn up the water in the Gulf of Thailand while patrolling coastal area of Vietnam to prevent Viet Cong infiltration and smuggling of arms and supplies. ➡





# Eyes In All Directions



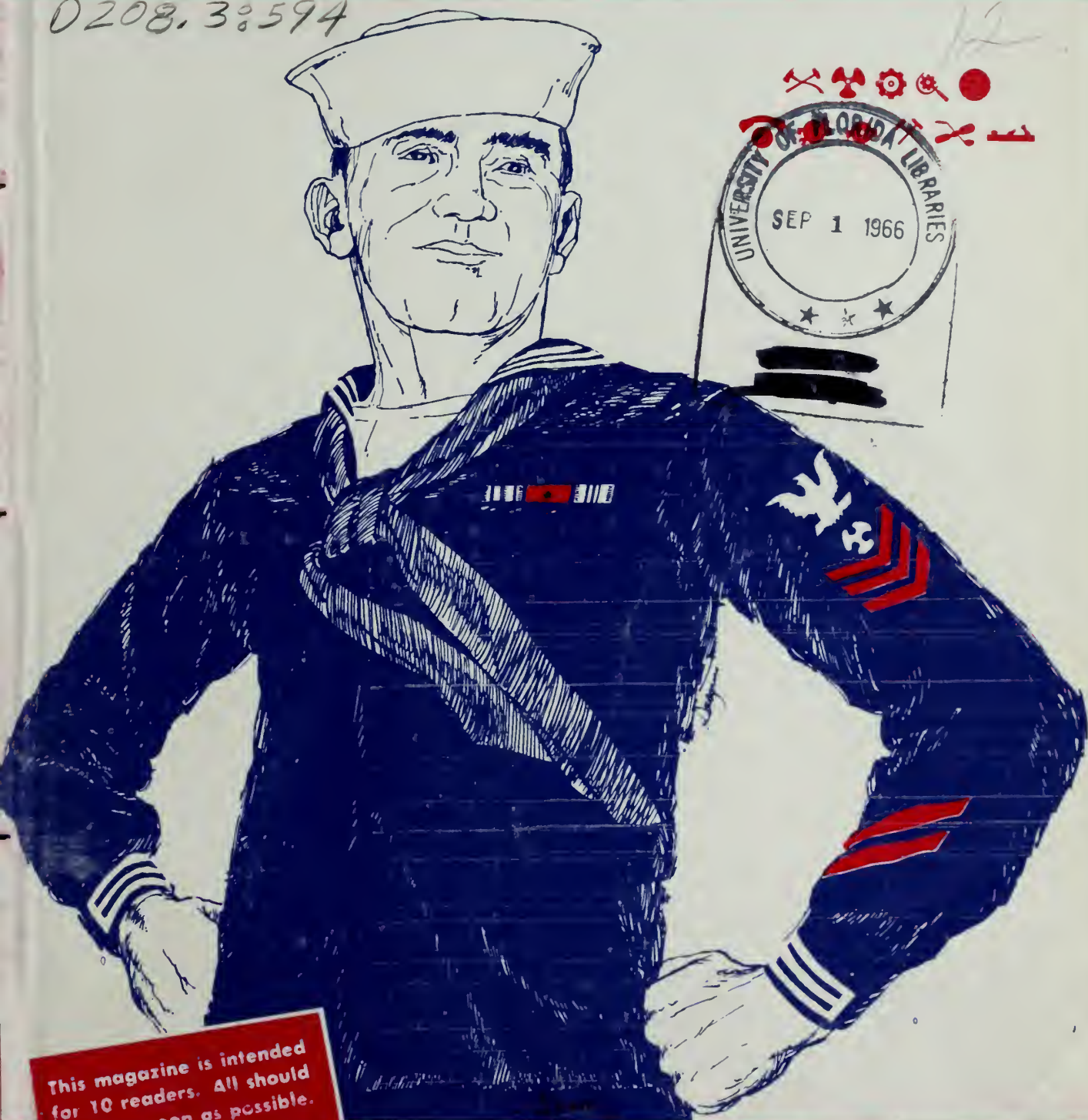
**...Navy On The Alert**



# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
COPY ALONG

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AH16

JULY 1966







# ALL HANDS

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John A. Oudine, Editor

Associate Editors

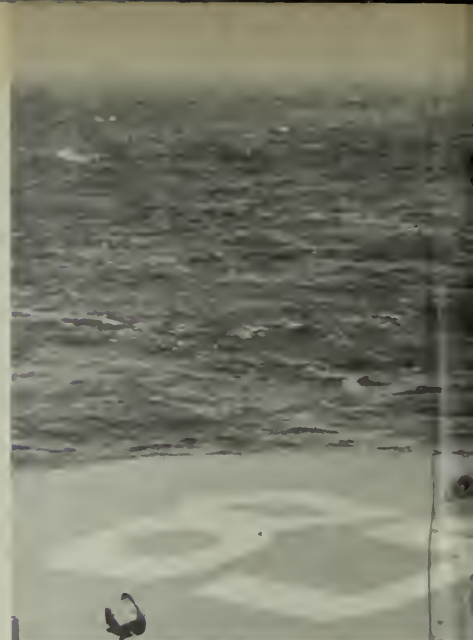
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• **FRONT COVER:** NAVY RATINGS are symbolic of the wide variety of jobs in the sea service. They range from duties evolving over a long period of history to entirely new categories in electronic, supersonic and nuclear fields. For a rundown on the Navy rating structure, see the story and charts in this issue.

• **AT LEFT:** MOONLIT AND SHADOWED—USS *Hadda* (SSN 604) awaits the break of a new day. *Hadda* is a unit of Submarine Squadron Four based in Charleston, S. C.—Photo by Fran (Ski) Perzinski, PHSN, using a 4x5 View Camera, tripod, camera setting full at 30 seconds.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.





NAVAL RESERVISTS of NR Squadron 30 work status boards in CIC. Rt: Gun Captain in Reserve DD awaits orders.

# Salt Water Sailors,

**I**N THE EVENT of any emergency, the U. S. Navy has a fleet of 80 Naval Reserve training ships with Reserve crews capable of immediate mobilization. How this force of trained and equipped combat-ready Reservists is maintained was demonstrated recently by a single squadron of ships.

More than 900 Naval Reservists of the Third Naval District took a two-week training cruise during April. The Reservists left their families and jobs in Connecticut, New Jersey and New York to steam more than 4000 miles with Naval Reserve Squadron 30 before returning to their homes.

The squadron consisted of the destroyers *uss Bristol* (DD 857),

and *John R. Pierce* (DD 753) and the destroyer escorts *uss Coates* (DE 685), *DeLong* (DE 684), *Albert T. Harris* (DE 447) and *Thaddeus Parker* (DE 369).

Underway, the ships kept up a busy schedule of training exercises. They fired at air and surface targets, practiced antisubmarine warfare procedures, and held daily drills at General Quarters to exercise the crew in simulated emergency and combat circumstances.

As they operated in the waters east of Boston and South of Nova Scotia during the first two days of the cruise, Reservists working above decks endured blustering winds and rolling seas. Some became seasick. Few had hearty appetites.

But by the end of the third day every man in the crew had his sea legs and the weather improved as the ship steamed further south. On the fifth day a new hazard arose as sunlight reflected between mirror-smooth seas and cottony white clouds. Sunburns ranged from delicate pink to glowing red, but most of the Reservists were eager to acquire a pre-summer tan in latitudes more than 1000 miles south of home.

Midway in the cruise the ships entered San Juan, Puerto Rico. When they were off duty, members of the crew went ashore to spend the weekend among the thousands of tourists who were visiting the Caribbean resort city.

Early Monday morning the ships

**ON THE JOB**—Reservists put their training to the test on deck with lesson in splicing and below in after fire room.







AT SEA—Reservists sailed over 4000 miles. Here, observers motor by USS Thaddeus Parker (DE 369) after exercise.

# USNR

were at sea again for the second week of training and the return voyage to home.

**T**HIS ANNUAL cruise enabled the Reservists to demonstrate combat-readiness while adding at-sea training to their knowledge and experience of the Navy. Teams of observers were exchanged between the ships to score competitive exercises in all phases of operations.

In port, nucleus crews of Regular Navymen maintain the ships. When they go to sea, the destroyers carry equal numbers of Reservists and Regulars in their crews. Aboard the destroyer escorts, Reservists number 75 per cent of the crews.

One weekend each month, the combined Naval Reserve and USNR crews go to sea for training exercises. Although they cannot range far from their home ports over a weekend, the ships do operate beyond the sight of land in deep water most of the time.

The sea duty of these Reservists is for purposes of training and combat readiness. They prepare for immediate mobilization should it become necessary.

And it did become necessary to mobilize 40 ships of the Reserve fleet during the 1961-62 Berlin crisis. The DEs *Coates*, *DeLong*, *Harris* and *Parker*, for example, were mobilized to join the Fleet with the Regular and Reserve crews at that time.



IT'S A BLAST—Reserve escort ship USS Coates (DE 685) fires at surface target. Below: Signalmen man their stations during NR training cruise in the Atlantic.





**READY GROUP**—GQ finds Reservists at stations in battle dress. *Rt:* Seamen aboard USS Bristol (DD 857) prepare to get underway at Brooklyn Navy Yard. *Below:* Observers of competitive exercise are transferred while underway.



Many of the Berlin crisis veterans are still members of the Reserve crews. Several of them also served on active duty during World War II and the Korean conflict. Most of the Reserve crew members have had at least two years of active duty with the Fleet.

**M**EN WITHOUT PREVIOUS active naval service cannot join the Reserve crew of a ship until they have completed recruit training ashore. This requires at least four months. After an additional 12 to 16 months of training aboard a Reserve ship, most of the Reservists go to the Fleet for two years of active duty. They later return to membership in the crew of a Selected Reserve training ship.

Two weeks at sea and away from

home can seem like a long time to the Naval Reserve sailors and their families. The families are usually waiting on the pier for their men as the ship returns to tie up in its home port.

Two weeks is also a long time for a man to be away from his civilian occupation. Some Reservists can take an annual cruise only if they are willing to sacrifice their vacation time. However, many employers cooperate by allowing time off for the cruise.

For the Reservist, his family and his employer, the annual cruise is both a sacrifice and an investment—the sacrifice of comfort and convenience; an investment in the national defense.

—Story by W. R. Green, JOC, USN

—Photos by D. B. Wilson, PH1, USN

**SHORE'S GOOD**—Reservists take in view and (rt.) head for liberty as they take a break in training in Puerto Rico.







WATER RUNWAY—Navy seaplane prepares to take off on inspection flight. Rt: Gunner is alert on coastline check.

## Market Time Patrol

**A** MARKET TIME patrol with Navy Patrol Squadron 50 (VP 50) along the Vietnam coastline may be long, but it is never boring.

Operating from a mobile base north of Saigon, the crews of SP-5B *Marlin* seaplanes keep an eye on the coastal shipping off the Mekong Delta to prevent Viet Cong war materials from being redistributed along the Coast of South Vietnam.

Every ship an aircraft sights is inspected, from the lumbering, peaceful merchantmen to the small and sometimes deadly junks which comprise much of the shipping.

During the day the coastal regions seldom betray the fury of the war which rages inland. The sun shines, the water is blue and crewmen of junks give the planes a friendly wave.

As the sun goes down, the peace-

ful appearance changes. The flashing light of battle can be seen a few miles inland. An occasional flare lights up a mountaintop or hill.

For the crew of the *Marlin*, sun-down means mounting and priming machine guns, as the approach of night brings the beginning of stepped-up activity by the Viet Cong.

The inspection patrols continue into the night. Many junks are engaged in legitimate activities, such as fishing and freight hauling. Others, manned by "Charlie," may be running supplies for the Viet Cong along the coast.

Most junks display a masthead light for navigation. But the *Marlin* crews are more interested in those headed ashore with no running lights. These junks, in some cases, greet the aircraft with the unmistakable wink of an automatic weapon.

The reply to a hostile junk is simple and straightforward—about 150 rounds of fire, liberally laced with tracers, and a call to a nearby friendly naval vessel to make a closer inspection.

Even on a Market Time flight, the routine of living continues. In one end of an aircraft a gunner might be firing at a VC target, while at the other end one of the crewmen prepares rations. Any crewmen will readily tell you that hot rations are extremely welcome on eight-hour-plus patrols.

Later, with hundreds of air miles behind her, the *Marlin* will land and the crew will relax, knowing the Viet Cong have been denied some of the ammunition and supplies needed for their guerrilla warfare.

—Story and Photos by

William H. Powers, PH1, USN

NAVIGATOR listens to message on plane's intercom system. Rt: Crewmen take notes and photos of suspicious junks.





THE SYSTEM—The Navy rating structure, a product of modern management, is key to enlisted career development.

# Navy Ratings: Key to

**I**N MANY WAYS the rating structure is a product of evolution: When sails went, the sailmaker followed. Marconi might be considered responsible for the radio-man rating. Data systems technician logically followed the development of The Machine.

The rating structure is also a product of modern management. It is the key to enlisted career development and serves as a basis for training programs, detailing, advancement and simply keeping tabs on several hundred thousand Navymen.

Though many Navymen may trace their ratings back a century or more, the rating structure as it is today had its beginnings in September 1945 when the Navy began a series of studies to find a more orderly classification system. The resulting system of rate, rating and warrant grades went into effect in 1948 with the publication of the *Manual of Qualifications for Advancement in Rating*.

This manual was a product of intensive research by the Bureau of Naval Personnel which included conferences with representatives of the various Navy bureaus and offices, plus studies of recommendations received from the Fleet.

**T**HE RATING SYSTEM, as it stands today, is a single structure which applies to both the Regular Navy and the Naval Reserve. It is tailored to serve both a peacetime and a wartime Navy, eliminating the need for elaborate expansion and conversion in case of mobilization. In addition, it provides specialization at lower petty officer levels to adjust to an expanding technology, to reduce training time and add to the use-

fulness of first-cruise Navymen—and at the same time provides senior petty officers who have broad military and technical qualifications.

To help smooth administrative wrinkles, the rating structure has been divided into 12 groups. Insofar as possible these groups reflect similarities of the ratings, shipboard organization and bureau affiliations. An example of the latter is the construction ratings, Group VIII, which have many dealings with the Naval Facilities Engineering Command (formerly the Bureau of Yards and Docks).

The centerspread on page 32 this month deals with rating Group I (deck), Group II (ordnance), Group V (administrative and clerical) and group VII (engineering and hull). Other groups will be featured in an early issue of *ALL HANDS* and include Group III (electronics), Group IV (precision equipment), Group VI (miscellaneous), Group VIII (construction), Group IX (aviation), Group X (medical), Group XI (dental), and Group XII (steward).

**W**ITHIN THESE GROUPS are four types of classifications: General ratings, service ratings, emergency ratings (only one is in existence at present) and general rates.

General rates are those below petty officer level, applying to Navymen in pay grades E-1, E-2 and E-3. As similar systems did in the Old Navy, the general rates require a man to learn the basics of seamanship (or airmanship, today) before choosing a specialty. This is of the utmost importance as the earning of a specialty and advancement to petty officer are simultaneous.



General ratings (not to be confused with general rates) are broad occupational fields such as boatswain's mate (BM), machinist's mate (MM) and yeoman (YN). In all there are 65.

General ratings are the basis for the rating structure and are quite permanent, some dating back to the Colonial Navy (see Evolution of Navy Ratings, ALL HANDS, October 1965). In many cases the general ratings are divided into sub-ratings (service ratings), usually in the lower pay grades.

These service ratings include specific areas of qualification and allow relatively junior petty officers to master a segment of a complex rating, then gradually achieve proficiency in the entire general rating.

The ET rating is a good example. In pay grades E-4 and E-5, electronics technician contains two service ratings: electronics technician, communications (ETN) and electronics technician, radar (ETR). When advancing to PO1, however, both ETNs and ETRs are expected to have mastered the entire specialty and will be examined on the over-all ET rating.

**A**S A PETTY OFFICER gains in experience and pay grade he assumes progressively more authority and responsibility. A Navyman attains proficiency in a service rating (if one exists within his field) and later in a general rating. This formula has recently been carried one step further by the compression of some general ratings at the E-8 and E-9 level.

Compression involves combining the supervisory duties of men in the top enlisted pay grades, where such combinations are possible. ADs, AMs, PRs and AZs, for

## a Career

instance, may progress to CPO entirely within their rating but when promoted to senior chief become aircraft maintenancemen. Though they continue to wear the rating badge of their original specialty, they supervise work in the other aircraft maintenance skills. (For more information on rating compression at the top enlisted grades see ALL HANDS, February 1965, page 46.)

**A BEGINNING**—Many Navy men can trace their rating back to early days. Today's structure actually began in 1945.



**RATING STRUCTURE** provides specialization in Navy jobs. Many ratings are new; others date back in history.

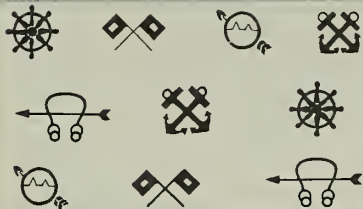
Another aspect of the Navy's system for keeping track of its men and their skills is the Navy Enlisted Classification, or NEC. With the advent of rating control and the improvement of data processing machines, the NEC has become an important factor in career development. Already one out of five Navy jobs requires a Navyman with a specific NEC and the trend is certain to continue.

The Navyman who has achieved petty officer status is usually concerned with two types of NECs—those which are rating-oriented (may be earned only by men in specific ratings) and special series codes, which may

*(Continued on page 14)*

# Rating Roundup - A Brief Description of Navy Skills

## DECK Group I



**BOATSWAIN'S MATE (BM)** Boatswain's Mates train and supervise personnel in all activities relating to marlinspike, deck and boat seamanship, and in the maintenance of ship's external structures and deck equipment. They act as petty officers in charge of small craft and perform duties as masters at arms, police petty officers, serve in or take charge of gun crews and damage control parties.



**QUARTERMASTER (QM)** Quartermasters assist officers of the deck and navigators, act as steersmen and perform ship control functions. They also maintain navigational instruments, oceanographic publications and charts, render honors and ceremonies, send and receive messages and serve as petty officers in charge of various small craft.



**SIGNALMAN (SM)** Signalmen send and receive various visual messages, handle and route message traffic, operate voice radio and repair visual signaling devices. They also render honors to ships and boats, and serve as navigator's assistants.



**RADARMAN (RD)** Radarmen perform basic control functions of CIC as plotters, operators, etc. They apply doctrinal procedures of combat techniques as found in standard publications and manuals. Operational and preventive maintenance of radar, radio telephone and associated equipment is within their range of duties.



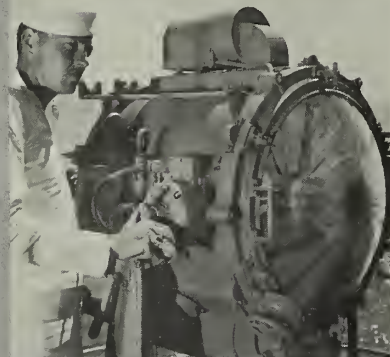
**SONAR TECHNICIAN (ST)** Sonar Technicians obtain and interpret underwater data for operational use. They organize ASW attack teams and supervise the use and upkeep of sonar equipment. They are also responsible for the upkeep of surface ship underwater fire control systems and the training of other personnel in these jobs.



BOATSWAIN'S MATE



QUARTERMASTER  
SIGNALMAN



RADARMAN





SONAR TECHNICIAN





To help you better know your fellow Navymen and the jobs they perform, here is the first portion of a description of the 65 Navy ratings. The balance will follow in an early issue of ALL HANDS. As you will note, each description contains the name of the rating, its symbol, and a resume of the duties in that rating. A brief word as to the distinction between rating and rate: A rating is an occupation in the Navy made up of duties calling for similar skills, abilities and aptitudes. A grade within a rating is a rate. The non-petty officer titles are also called rates even though people in these first three pay grades are commonly known as "non-rated personnel."


## ORDNANCE Group II

 **TORPEDOMAN'S MATE (TM)** Torpedomen test and overhaul underwater ordnance such as torpedoes and depth charges. Their duties include the maintenance of underwater launching devices and related test equipment. Torpedomen serve in surface craft, submarines and aviation activities.

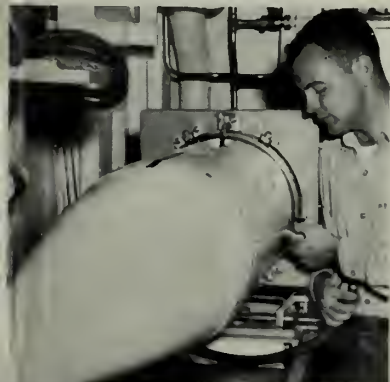
 **MINEMAN (MN)** Minemen test, maintain and install mines used aboard ships and aircraft as well as maintain minelaying equipment.

 **GUNNER'S MATE (GM)** Gunner's Mates operate and maintain missile launching systems, guns, turrets, projectors, and associated equipment. They test and inspect ammunition, ordnance components and magazines and supervise crews assigned to handle weapons systems. They also keep logs and records pertaining to shipboard weapons.

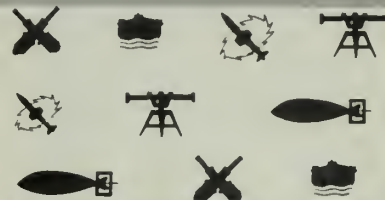
 **FIRE CONTROL TECHNICIAN (FT)** Fire Control Technicians operate, test and maintain weapon control systems (excluding surface ship underwater systems and launchers). They also perform missile test and telemetering and maintain the associated test equipment.

 **MISSILE TECHNICIAN (MT)** Missile Technicians perform maintenance and tests on fleet ballistic missiles (excluding the internal guidance systems) and the various supporting components connected with missile control.

MISSILE TECHNICIAN



FIRE CONTROL TECHNICIAN



TORPEDOMAN'S MATE



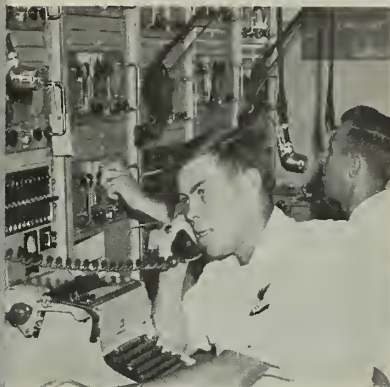
MINEMAN

GUNNER'S MATE





## ADMINISTRATIVE & CLERICAL Group V



RADIOMAN



**RADIOMAN (RM)** Radiomen transmit and receive messages and log and file them according to official procedures. They also operate teletype equipment, tune radio receivers and transmitters and perform preventive maintenance and repair on related equipment.



**COMMUNICATIONS TECHNICIAN (CT)** Communications Technicians perform specialized duties under the direction of the Assistant Chief of Naval Operations (Communications) / Director, Naval Communications. They are generally assigned to Naval Security Group activities, Naval Communication Stations, and major staff commands afloat and ashore.



COMMUNICATIONS TECHNICIAN



**YEOMAN (YN)** Yeomen perform administrative, clerical and secretarial duties which include typing, filing, preparation and routing of correspondence, plus maintenance of records, publications and service jackets. In some cases they serve as reporters for courts-martial and fact-finding bodies.



**POSTAL CLERK (PC)** Postal Clerks operate Navy post offices, which includes supervision, maintenance of mail directories, security of postal effects, and the preparation of correspondence, records and files.



YEOMAN



**PERSONNELMAN (PN)** Personnelmen perform administrative duties involved in enlisted manpower utilization. This includes making records and reports as well as accounting procedures and service record maintenance. They also conduct interviews and counsel personnel on service careers and keep publications and directives pertaining to enlisted personnel.

POSTAL CLERK



PERSONNELMAN







**JOURNALIST (JO)** Journalists assist public information officers and commanding officers in public relations and preparation of Navy news releases. They coordinate special events, write feature articles on naval activities, arrange radio and television programs and may be assigned to full-time duties as editors or staff members of ship and station newspapers.



**JOURNALIST**



**SHIP'S SERVICEMAN (SH)** Ship's Servicemen operate and manage resale activities such as ship's stores, commissary stores and Navy Exchanges.



**SHIP'S SERVICEMAN**



**COMMISSARYMAN (CS)** Commissarymen serve as cooks and bakers for the general mess on ships and shore stations. Their duties include preparation of food, maintenance of sanitation and cleanliness, assistance in menu planning, cost accounting and quality control subsistence items.



**DISBURSING CLERK (DK)** Disbursing Clerks open and maintain military pay records, prepare payroll and money lists, vouchers and transportation requests, and furnish information on allotments and savings.



**COMMISSARYMAN  
DISBURSING CLERK**



**STOREKEEPER (SK)** Storekeepers order, inspect, package, ship and issue materials and cargo; account for property, supplies and equipment (excluding aviation items); and maintain records dealing with such material.

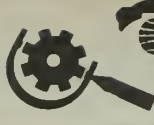
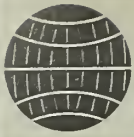


**MACHINE ACCOUNTANT (MA)** Machine Accountants operate data processing equipment and are familiar with electronic data processing applications and management of processing offices with computer installations.

**MACHINE ACCOUNTANT**

**STOREKEEPER**

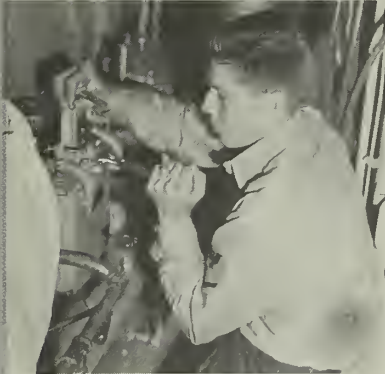




## ENGINEERING & HULL Group VII



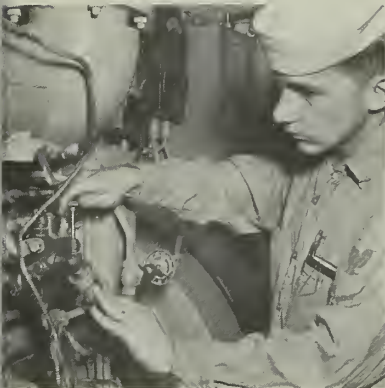
**MACHINIST'S MATE (MM)** Machinist's Mates operate, maintain and make repairs to ship's propulsion and auxiliary equipment. They are also in charge of such equipment as anchor windlasses, cranes, air-conditioning and refrigeration equipment.



**MACHINIST'S MATE**



**ENGINEMAN (EN)** Enginemen operate, maintain and repair internal combustion engines and auxiliary engineroom refrigeration and air-conditioning equipment.



**ENGINEMAN**



**MACHINERY REPAIRMAN (MR)** Machinery Repairmen make shop repairs on shipboard machinery. They use both machine and hand tools as well as precision measuring devices.



**MACHINERY REPAIRMAN**

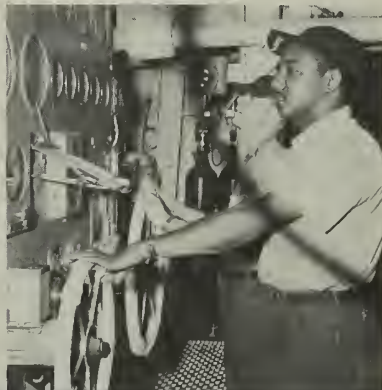


**BOILERMAN (BT)** Boilermen operate marine boilers and fireroom machinery, maintain and repair associated equipment and keep inventories and records on fuel and water supplies.



**BOILERMAKER (BR)** Boilermakers test, maintain and repair marine boilers, heat exchanges and associated equipment. Their duties include welding and keeping maintenance records of boiler repair and operation.

**BOILERMAN**



**BOILERMAKER**







**MOLDER (ML)** Molders operate foundries aboard ship and at shore stations. They make molds and cores, pour castings of ferrous and nonferrous metals, clean castings and pour bearings.



**PATTERNMAKER (PM)** Patternmakers make wooden, plaster and metal patterns used by molders in Navy foundries. They make full-scale layouts of wooden patterns and templates and keep inventory of such items.



**DAMAGE CONTROLMAN (DC)** Damage Controlmen are qualified in the use of damage control equipment, carpentry, firefighting and the control of nuclear, biological and chemical warfare agents. They coordinate damage control parties and are responsible for maintaining and repairing damage control gear and preserving watertight integrity.



**SHIPFITTER (SF)** Shipfitters plan, supervise and perform tasks necessary for fabrication, installation and repair of metal structures, piping and plumbing. They also perform duties associated with damage control.



**INTERIOR COMMUNICATIONS ELECTRICIAN (IC)** Interior Communications Electricians maintain and repair IC systems, gyro compass systems, amplified and unamplified voice communications and related equipment.



**ELECTRICIAN'S MATE (EM)** Electrician's Mates are in charge of electrical equipment, wiring and its maintenance and repair. They test and rebuild electrical equipment in shops both ashore and afloat.



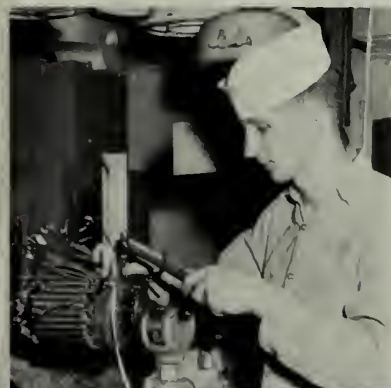
MOLDER



PATTERNMAKER



DAMAGE CONTROLMAN



ELECTRICIAN'S MATE



INTERIOR COMMUNICATIONS ELECTRICIAN



SHIPFITTER



**GROUP PLAN**—The 12 rating groups reflect similarities of rating. Example: Group IX consists of aviation ratings.

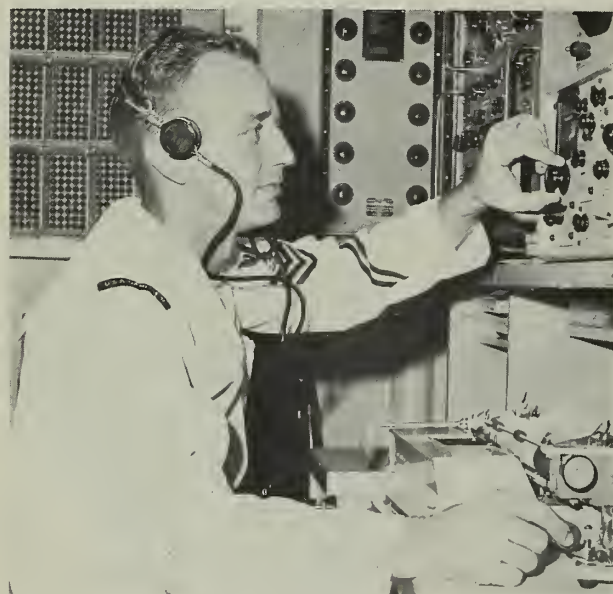
be held by any enlisted man who qualifies. In addition, there is the entry training code used to identify all otherwise undesignated strikers with their prospective ratings.

A complete listing of both rating-oriented and special series NECs may be found in the latest edition of the *Manual for Navy Enlisted Classifications*, available in most personnel offices.

**A**N UP-TO-DATE rating system is maintained by BuPers. It is the job of a BuPers group titled the Permanent Board for Control of the Enlisted Rating Structure to review periodically and revise the enlisted rating structure to adapt to technological developments.

Changes are made carefully. First, they must be recommended to the board by one of the members, by Navymen in the Fleet, by bureaus or offices, and sometimes by the Secretary of the Navy. All proposals are thoroughly investigated by the group.

**IT FOLLOWS**—Radioman rating was a natural to follow the invention. Rt: Computers help assign the skill to the billet.



One of the major considerations is the scope of the suggested rating: Does it offer a wide enough field to properly utilize an experienced senior petty officer? If not, perhaps the rating should be made a service rating and, as such, a specialty only for lower rated petty officers and strikers. If the scope is entirely too large for even a senior man, perhaps two ratings are required to cover it.

Emphasis is also placed on the applicability of the rating both to the Regular Navy and the Reserves. A smooth transition from peacetime operations to wartime operations is obviously of great importance.

**R**ATINGS SERVE the Navyman as easy identification ("... go topside and see the personnelman...") and sometimes even characterization. They also insure him a fair shake at the available shore duty, school assignments and a career pattern which will most enhance his Navy career. It is the general rating, the service rating, and, finally, the NEC which allow the assignment officers to match the right man with the proper billet.

A good example of the above is rating control, basically an old idea, made possible by modern techniques. Rating control is assignment with special attention to the qualifications of the Navyman and the demands of the billet.

Essentially, rating control involves identifying Navy jobs by job code numbers as well as by rate, assigning the proper NEC to the Navyman, devising career plans for the men involved, recording duty choices and then using computerized methods to find the best possible assignment.

Rating control began with a pilot program for GMM and FTM and was soon expanded to include the men in the general ratings GM and FT. The system worked out so well, and the Navy's manpower proved so much more efficient when distributed by this plan, that rating control was soon further expanded to handle men in all the critical ratings.

Further studies have borne out the early optimism, and the Retention Task Force has recommended that the system continue to expand to include all ratings.







## ***NRS Ladies: They're a Smart Group***

**A** RECORD 204 women have completed the Navy Relief Society's most recent training course held at the Naval Postgraduate School in Monterey, Calif. This brings the number of qualified workers at the school to 374.

Navy Relief Society officials believe this to be the largest single class in the organization's history. As a result, Navy activities throughout the Monterey area can boast of having the heaviest concentration of qualified Navy Relief workers in the world.

Rear Admiral Edward J. O'Donnell, Superintendent of the Postgraduate School, commended the group during graduation ceremonies of the Navy wives preparing to serve in the Navy Relief organization when their husbands leave Monterey for new assignments.

Navy wives from NPGS, Naval Auxiliary Landing Field, Monterey, and Naval Facility, Pt. Sur, Calif., were invited to participate in the course. The large number who accepted created a critical shortage of baby-sitters. Sponsors of the course, all previously trained at other commands, organized a baby-sitting program for 187 youngsters during the course period.

*Clockwise from Top:* (1) Students at Navy Relief Society course take coffee break. (2) NRS students listen to lecture. (3) Students compare notes. (4) Lots of credit goes to the committee workers who put on the course. (5) NRS worker receives her 600-hour pin.





CHECKING UP—Neptune patrol plane flies low over junks as part of operation Market Time off coast of Vietnam.

## Frontline Sidelines—

*Rounding out the headlines from the latest news from Southeast Asia is this series of reports of varied Navy activity in Vietnam. ALL HANDS continues to report the back-ground story that comes directly from ships and units on the scene.*

### Cited for Rescue

Two members of an outfit that does what it sets out to do have received combat decorations for rescuing downed aviators in North Vietnam.

Lieutenant Louis E. Thomassy, USN, received the Distinguished Flying Cross for heroism as copilot of a helicopter, attached to Helicopter Combat Support Squadron Two (HC-2), during two associated

rescue missions over North Vietnam on 6-7 Nov 1965. Chief George R. Gowen, USN, received the Navy Commendation Medal with Combat V as LT Thomassy's crewman.

The aircraft and crew were forced to fly into heavy small arms and antiaircraft artillery fire to locate five downed aviators and aircrewmen. The next day they managed to rescue two men from the top of a 4000-foot mountain, in the face of great personal danger.

HC-2 has rescued over 1500 people in its 18 years of operation.

### Angel of the Orient

The Vietnamese jungles hold danger in many forms: A sudden burst of machine gun fire; a mine;

a man-made booby trap; an ambush. When an American fighting man becomes the unfortunate object of such activity, the call goes out for a medic. The Navy corpsman, clad in Marine fatigues, appears at the side of the wounded man, does what he can and, if the situation is serious, sends for a medical evacuation helicopter.

Soon the wounded man is picked up and whisked out over the South China Sea off the coast of Vietnam, headed for the Navy hospital ship *USS Repose* (AH 16).

The ship stands out on the horizon, white with red crosses painted on the hull and superstructure. After a gentle helo landing on board the casualty is offloaded and carried

THIRSTY—*USS Kitty Hawk* (CVA 63) and *USS Bache* (DD470) are replenished while operating on Yankee Station.





to a compartment where he is prepared for surgery. After a few minutes he is in the operating theater.

When the patient recovers from the anesthetic he is perhaps surprised to find himself in a real bed, covered with clean white sheets (probably the first he's seen in months), in an air-conditioned compartment. He might also be surprised to find a Navy nurse there, checking on his comfort.

The patient will remain on board *Repose* until well enough for return to his unit, or until transfer to a Stateside hospital, as the case may be. A life is saved, a delicate operation is performed. Many such instances will be repeated in a routine

# Vietnam

day on board *Repose*, the Angel of the Orient. (See also p. 21.)

## Filling Up on Kitty Hawk

Since the attack aircraft carrier *USS Kitty Hawk* (CVA 63) departed her home port of San Diego in October of last year, she has used more than 10 million gallons of fuel to keep her combat jet aircraft flying.

Keeping the ever thirsty aircraft flying is the job of 105 officers and enlisted men of V-4 division, who are directly responsible for the entire processing of aviation gasoline from the moment it is received in *Kitty Hawk*.

When the 82,000-ton carrier pulls alongside a tanker underway, her fuel hoses receive aviation fuel at the rate of some 5000 gallons per minute.

Between the storage tanks and the aircraft is a maze of purification filters through which the fuel must travel. Constant pressure is regulated at the 23 different pumping stations. Also, fuel samples are taken every 15 minutes to insure correct quality; these samples are then run through a highly sensitive contamination detector which can spot a particle one-fiftieth the size of a human hair.

Safety consciousness must prevail in these below-decks areas. All decks and ladders are of brass, to lessen the chances of a spark setting off an explosion. Smoking is not permitted,



SWIFT BOATS of PCF Squadron 101 speed through waters off coast of South Vietnam while on patrol to prevent enemy infiltration from the sea. The SWIFTs are 50-foot boats capable of operating at speeds in excess of 25 knots. Below: PCF Squadron's boats at home in their base on Phu Quoc.

and each storage tank is equipped with automatic thermostatic controls which will flood the area with CO<sub>2</sub> in just a few minutes should an emergency arise.

Topside there are 26 refueling stations on the hangar and flight decks. These stations can deliver 250 gallons per minute, and it is possible to connect more than one hose to a thirsty bird. However, it usually takes only five to six minutes to tank up one of *Kitty Hawk's* aircraft.

The V-4 division also plays an important part in damage control operations. Should an emergency arise where a section of the ship is flooded, V-4 can flood one of their

spaces below decks to compensate for the damage and maintain the ballast of the ship to keep *Kitty Hawk* on an even keel.

Many miles of pipelines and hoses, together with the pumping stations, are involved in this fueling network.

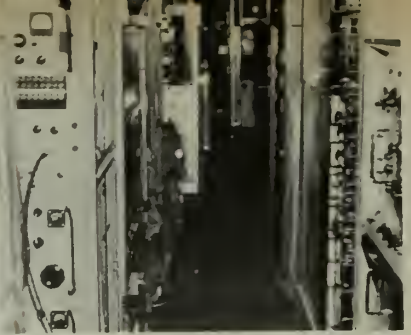
## Bolstering Coastal Force

A U.S. Navy tactic devised in South Vietnam over the last few months has sparked a new trend in the coastal surveillance force ships on patrol off the coast.

To prevent infiltration of arms, men and supplies to the Viet Cong by sea, surveillance force ships must have several virtues. They must possess long endurance on station,







FLYING TV—Blue Eagle has been broadcasting radio and TV in Vietnam. Inside shot shows gear used to transmit.

reasonably good habitability conditions, good radar and communications equipment, and must be able to pursue light enemy junks and sampans through the shallow waters off the coast and destroy the enemy vessels.

The solution was to team up radar picket destroyer escorts (DERs) with the new 50-foot high speed *Swift* boats and the 82-foot Coast Guard cutters.

The *Swifts* and cutters have the shallow draft and speed required to chase possible infiltrators through the shallow waters off the Vietnamese coast—where it is possible in places to wade as far out as two miles without getting your chin wet. And the five .50-cal machine guns and 81mm mortar of the cutters or the three .50-cal machine guns and 81mm mortar of the *Swifts* are more than adequate to destroy an enemy junk. But shallow draft means small size, which means limited range.

These limitations were overcome by using the 306-foot DERs as mobile bases, carrying spare crews, fuel, water and food for the smaller components. Thus, the cutters and *Swifts* can run in for a pit stop and charge out again refueled and resupplied.

In the case of the *Swifts*, a fresh crew can be substituted, a desirable

capability because of the beating a small craft takes while operating at high speed at sea. The larger cutters do not need to shift crews, since they can rotate the key watches among their 11 men on board. And since the larger, heavier cutters run at top speeds of about 15 knots—compared to 25 for the *Swifts*—the ride is not quite so rough.

In a 10-day trial of the concept, *USS Lowe* (DER 325) teamed up with USCGC *Point Comfort* and *Swift PCF 10*. The patrol area assigned was 100 miles from their normal operating base at An Thoi, Phu Quoc Island, in the Gulf of Thailand, the southernmost area of South Vietnam.

Two crews were assigned to the *Swift*. Once a day the boat rendezvoused with the *Lowe*, shifted crews, replenished supplies and held a briefing/debriefing session for the two skippers—all in 30 minutes—before resuming patrol.

The cutter, which needed less support, came in every three days for supplies at rendezvous points dictated by the tactical situation.

During the course of the patrol, *Lowe* guided the cutter and *Swift* toward areas where junks were concentrated, as determined by *Lowe's* radar.

A special advantage of the team

concept became obvious when the *Swift* and a small boat from *Lowe* were taken under fire by small arms from the beach while inspecting a suspicious junk. *Lowe* opened up with her three-inch guns to provide covering fire as the boats withdrew out of range.

By the end of the trial, all commands concerned pronounced the test a success, and the procedures worked out have been used both in the northern area, at DaNang, and in the central coastal area, at Vung Tau.

All benefited from the change of pace. Crewmen from *Lowe* took turns going along on *Swift* runs as supernumeraries, and one crewman has already requested assignment to a *Swift* at the time of his reenlistment. The men from the *Swift*, accustomed to the spartan tent camp at An Thoi, enjoyed the comforts of home: comfortable bunks, hot meals, showers, haircuts and a ship's store.

The only loser is "Charlie," the Viet Cong. Now it's going to be tougher than ever to sneak through the net of the Market Time patrols.

—Jerry Gross, LT, USNR

#### Port Mates Unite for Strike

Eight ships from San Diego and Long Beach joined forces for a strike against Long Thanh peninsula in South Vietnam recently. They are units of the Pacific Fleet Amphibious Force.

Spearheaded by a Marine special landing force battalion, the assault was the first large penetration of the Rung Sat special zone, and the largest employment of U.S. forces in the southernmost region of South Vietnam.

The Marines waded ashore in a thunderstorm. A carrier and destroyer stood by to provide air and gun-fire support.

The first assault wave landed near Dong Hoa by assault craft from the dock landing ship *USS Alamo* (LSD

YOU ALL COME—Crew of *USS Kemper County* (LST 854) held American cookout for Vietnamese Army and AF neighbors and crew of LST.





33). Because of shallow water the craft were required to travel over six miles from Task Force ships to the beach. Making the passage in darkness, the coxswains homed on beacons placed near the objective by frogmen.

As the landing forces established their positions, *uss Robison* (DDG 12) bombarded beach positions with five-inch shells. Then, with helicopters from *uss Princeton* (LPH 5) in the air, aircraft from *Hancock* (CVA 19) hit the landing zone with bombs and rockets. Throughout the day, supplies and combat equipment, including 105mm howitzers, were moved to the beachheads by small craft and helicopters.

U.S. Navy surface craft of Task Force 115 operated with *uss Belle Grove* (LSD 2), patrolling waterways around the objective area to prevent exfiltration of Viet Cong forces. The boats included U.S. Coast Guard cutters, Navy *Swift* boats and river forces of the Vietnamese Navy.

Other ships participating in the assault included *uss Pickaway* (APA 222), *Weiss* (APD 135), *Merrick* (AKA 97) and *Washoe County* (LST 1165).

—R. P. Benjamin, JO1, USN

### Cookout a la Vietnam

Cookouts are an American tradition, dating back to the time of the Pilgrims. In Can Tho, Republic of Vietnam, the Seventh Fleet tank landing ship *uss Kemper County* (LST 854) carried out this tradition as host to friends from two nations in true American country style.

This was an opportunity to relax, despite the surrounding tensions of war.

*Kemper County* was the first U.S. Navy ship to transit the Mekong and Bassac rivers in the Mekong Delta region en route to Can Tho. On her second such trip the crew used the occasion to celebrate, and invited the neighbors over for a spell.

After clearing space near where the ship landed, grills and tables were fashioned from dunnage. Steaks, hamburgers, hot dogs, potato chips, cold beverages and good ole Navy baked beans completed the picnic menu.

No sooner did the charcoal aroma fill the air than guests began arriving. Army and Air Force personnel of the Republic of Vietnam joined American advisors followed by the captain and crew of a Japanese-manned tank landing ship. American



**ON THE ROAD**—Seabee construction team conveys its equipment to a new working site in Vietnam. Vietnamese security force screens Seabees' advance.

civilians working nearby also joined the men of *Kemper County* in what they described as the best party they had attended in some time.

Transistor radios supplied the dinner music, and all joined in conversation, mirth and a few sporting games of horseshoes.

### TV From the Air

The first scheduled television shows in the Republic of Vietnam were broadcast by the Armed Forces Radio and Television Service from two specially equipped Navy *Super Constellation* aircraft early this year.

The two planes are home based at the Oceanographic Air Survey Unit, NAS Patuxent River, Md. One, known as Blue Eagle, has been in South Vietnam since early October 1965, broadcasting special radio programs to the ground com-

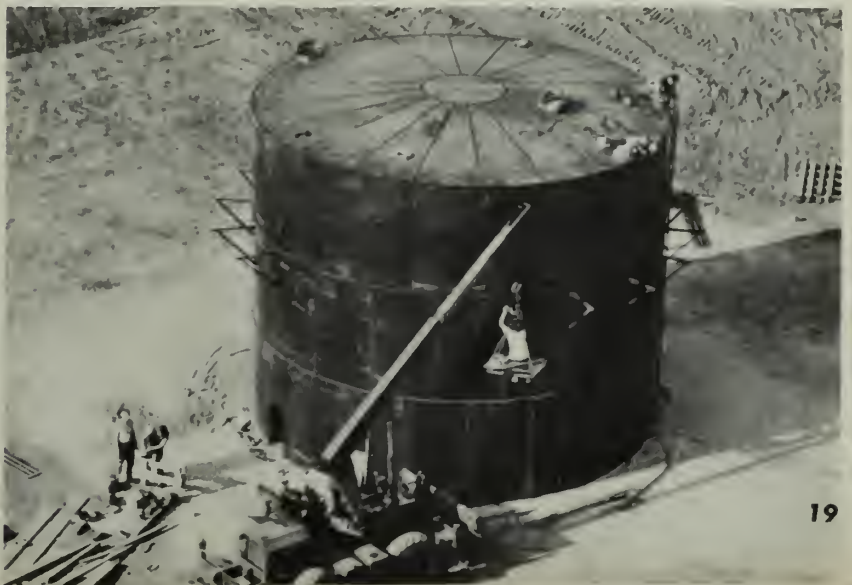
bat forces there and the ships of the Seventh Fleet.

On the first day of TV transmission, scores of TV sets in seven Vietnamese cities were tuned in to channel two for a three-hour feature. The show was recorded by volunteer TV, radio and movie personalities for the service personnel in Vietnam. The aircraft also transmitted a Vietnamese television program on channel nine.

The planes are designed to broadcast the two channels while flying at 12,000 to 15,000 feet. Blue Eagle is equipped with high power transmitters for both AM and FM transmission. The programing runs for about three to four hours a day, using programs donated by the major networks in the states.

The airborne television stations are expected to be replaced by ground facilities when they are com-

**TANKS A LOT**—MCB Three Seabees construct a 3000-barrel fresh water tank that will supply the mobile construction battalion's base camp at Chu Lai.







**SHOW TIME**—Danny Kaye and Vicki Karr entertain destroyermen aboard *USS Davis* (DD 937) while on an entertainment tour of U. S. Forces in Vietnam.



pleted. As the eight planned ground stations are established and Vietnamese personnel are trained to operate them, the planes will act as relays increasing the broadcast radius of ground stations.

#### Varied Haircutting Job

Ship's Serviceman Second Class Joseph Price, USN, in addition to his regular duties as ship's barber, is the hairdresser for 18 Navy nurses, two Red Cross workers and a Medical Service Corps nurse. Aboard the hospital ship *uss Repose* (AH 16), Price also finds time to cut the hair of bedridden patients.

A normal day for Price is about 10 hours, but this figure sometimes is stretched to 14 hours over the scissors. He has cut as many as 80 heads of hair in a day.

Hairdressing for the nurses is done during off-duty hours. Thanks to Price's abilities as a hairdresser, the nurses don't have to resort to cutting each other's hair.

In addition to his primary job, Price is assigned an emergency station, which corresponds to a general quarters station on other Navy ships. He helps offload stretcher cases from arriving helicopters. Sometimes when emergency stations is sound-

ed, one of *Repose's* crewmen answers the call with half a haircut.

#### They Keep Flying

The green delta of South Vietnam lay behind as Commander Ken Shugart, uss, signaled his wingman to head for home. Minutes later, he was back on board *uss Hancock* (CVA 19).

CDR Shugart is commanding officer of Attack Squadron 212. On this particular day, his outfit struck Viet Cong trenches and bunkers, inflicting severe damage.

All planes returned safely from this mission. But once, the commander himself didn't make it back on schedule. He was on a mission near Vinh Son, North Vietnam. The target was on the coast, but at the time that he was hit, he was heading inland.

His first concern was to head for the relative safety of water. He had to avoid the junks along the coast before relinquishing control of the plane. When the aircraft started to shudder, the pilot pushed the ejection button.

Down the coast at DaNang, 120 miles away, an amphibian aircraft was on duty. The other men in the VA-212 flight sent back word that one plane was down. The commander climbed into his rubber raft, while overhead the planes provided cover and protection from the nearby junks.

About an hour later the rescue helo came into sight. It settled on the five-foot swells and skimmed over to the downed pilot. CDR Shugart climbed out of his raft and was soon safely aboard the helo.

—T. E. Sleeper, LTJG, USN

#### Two Rescued From Sea

Two downed fliers can thank the crew of the destroyer escort *uss Falgout* (DER 324) for rescuing them from the South China Sea. The two were in the water almost two hours before being picked up. They had just made their sixth bombing run of the day, striking reported concentrations of Viet Cong troops, when their plane was hit by ground fire. They ejected and landed 10 miles off the coast.

Both inflated their life rafts. They were in seas running six feet, and the emergency radio was not working.

When they thought they heard a helicopter, they threw out a smoke bomb and flares. *Falgout* spotted the signal and made the rescue.

**BACK HOME**—Swift boat returns to *USS Belle Grove* (LSD 2) after fight with VC.







AT SEA—Navy nurses stand formation as *USS Repose* enters Subic Bay.

## Navy Nurse at sea

**A**BOARD U. S. NAVY hospital ship *USS Repose* (AH 16) there are 19 Navy nurses, most of them volunteers, and for many it is their first trip in a Navy ship. They are looking forward to the travel and excitement that the months ahead will bring.

Lieutenant (jg) Leanna Crosby is typical of the Navy nurses aboard *Repose*. Miss Crosby, a graduate of the St. Luke's School of Nursing in Denver, Colo., has been in the Navy for two years and was previously stationed at the U. S. Naval Hospital, Oakland, Calif., before reporting aboard the hospital ship.

Like many nurses, she had worked in a stateside hospital for a year. Recognizing that she could work in her field and travel too, she decided to choose the Navy as a career. "The sea service is just what I was looking for and I enjoy the assignment. It also provides an opportunity to work in the best equipped hospitals," Miss Crosby said.

Her main duty is that of nurse-in-charge of *Repose's* orthopedic

ward, much the same as it might have been in a shore-based hospital. "After we've spent some time at sea, there is a tendency to forget that we are afloat, as treatment and care of patients is the same as in a shore-based hospital," she added.

In addition to her regular duties, she also instructs Navy corpsmen in nursing procedures, care of patients, and use of medical equipment aboard the hospital ship.

Nurse Crosby's feelings about her shipboard duty reflect the thoughts of many of the nurses aboard: "It is like living and working in a community where we have started our own society. The sea is very relaxing; I enjoy this type of duty very much and feel it is a choice assignment for a Navy nurse."

The ports *USS Repose* may visit in the future interest the nurses, and Nurse Crosby is no exception. She reads about different places and asks the travel veterans aboard what each place is like. "It is difficult to imagine many of the ports we may visit. There is always an air of excitement



AT WORK—Navy nurse Crosby escorts patient from recovery ward. Below: Navy nurse Hill checks patients' medical records with corpsman.

when the ship heads for a new one," she exclaimed.

When asked about the other nurses aboard, Miss Crosby said: "It's like one big family; I have never been anywhere where nurses get along so well—they're just great."



STANDING BY—*USS Repose* (AH 16) sails along the coast of South Vietnam.



JULY 1966

# Bowling Champs

North Atlantic area's Seaman Apprentice William Beades, from Naval Station Philadelphia, and Personnelman First Class Ginny Armstrong, of Naval Station Charleston, are the 1966 All-Navy bowling champions.

The two won their titles in the 18-game rollofs at U. S. Naval Training Center, San Diego.

In the race for the men's team title, NorLant placed four men in the top 10 individual spots to win over South Atlantic, Pacific Coast and Western Pacific areas, in that order.

SoLant women bowlers repeated last year's performance and successfully defended their championship title, placing bowlers in first, seventh and ninth. They were followed by PacCoast, NorLant and WestPac.

Beades claimed the top spot during the first day of bowling, when he rolled a game of 290 and a series of 724. He ended the day with a six-game total of 1354. His game and series won high awards in the men's division.

During the second day Beades dropped into second place with 2492,

and gave up his lead to teammate Senior Chief Yeoman (SS) William Flaminio, who rolled 2498. The last day proved to be the lucky one for Beades, as the final tally gave him a 3682 and first place. Flaminio dropped the ball and ended up in fourth place, giving second to teammate Yeoman First Class George Betts, with 3610, and third to SoLant's Aviation Machinist's Mate Third Class Edward Matzelle, with 3590.

Ginny Armstrong who, after the first day's results, was listed as seventh, with 1041, showed outstanding style and performance by moving into fifth place on the second day with 2093. She captured the title on the final day with 3244.

As Armstrong was climbing the ladder to success, WestPac's Chief Yeoman Ethel Debevec, CINCPAC, and PacCoast's Storekeeper Second Class Jo Watts, of Naval Air Station, Alameda, were fighting it out to keep the lead. Debevec led the first day with 1113, but fell into second place on the second day, scoring 2169, as

Watts took the lead with 2216.

PacCoast's Yeoman Third Class Dottie Morgan, NTC San Diego, jumped from fifth to third and back to fifth, trying to keep ahead of Armstrong and NorLant's Aerographer's Mate Third Class Margaret Schulte, Naval Air Station Lakehurst. Schulte captured fourth place the final day with 3132 and Morgan held fifth place with 3115. (Morgan took fourth last year.)

Armstrong, like Beades, walked away with high series by rolling a 626 and NorLant's Hospital Corpsman Third Class, Linda Snider, Naval Hospital No. 5, Philadelphia, won high game with 239.

In the men's division, the high game and high series were well established when Beades bowled his 290 game and 724 series; however, it was a different story in the women's division.

Morgan led the high series after the first day with 612, and NorLant's Personnelman First Class Margaret Cozad, Naval Station Newport, coped the high game with 226. The

**FIRST BALL**—Team captains roll the first ball to get the 1966 All-Navy Bowling tournament under way at San Diego.





second day's results did not affect their standings.

The third day proved to be too much for Morgan and Cozad, as Armstrong picked up the high game and Snider took over the high series.

With all shots made and all balls racked, the bowlers took leave of NTC's Sea Lanes, and retired to their quarters to prepare for the All-Navy Bowling awards banquet.

Commander L. R. Hayes, executive officer of Naval Administrative Command, NTC, presented the team and individual trophies. Also present was a BuPers representative.

Another All-Navy bowling tournament has come and gone, with the winners going home only a little bit happier than the losers, to sharpen their aim and eyes for the 1967 tournament.

The top 10 bowlers in each category were:

| Men                                  |      |
|--------------------------------------|------|
| William Beades, SA, NarLant          | 3682 |
| George Betts, YN1, NarLant           | 3610 |
| Edward Matzelle, ADJ3, SaLant        | 3602 |
| William Flaminia, YNC5 (SS), NarLant | 3590 |
| Max Burke, AG1, SaLant               | 3580 |
| Russell Champion, ETN2, PacCaast     | 3528 |
| Alan Crandall, SA, NarLant           | 3497 |
| Charles Pierce, ATAN, SaLant         | 3449 |
| Elbie Butts, DMC, WestPac            | 3374 |
| James Wilson, AZ3, PacCaast          | 3352 |
| Women                                |      |
| Ginny Armstrong, PN1, SaLant         | 3244 |
| Ja Watts, SK2, PacCaast              | 3231 |
| Ethel Debevec, YNC, WestPac          | 3142 |
| Margaret Schulte, AG3, NarLant       | 3132 |
| Dattie Margan, YN3, PacCaast         | 3115 |
| Miriam Clark, AC2, SaLant            | 3086 |
| Jean Heath, LCDR, MSC, NarLant       | 3080 |
| Linda Snider, HM3, NarLant           | 3067 |
| Laura Core, DK2, SaLant              | 3002 |
| Laura Ebbs, YN2, PacCaast            | 2958 |

OPENING—Captain H. W. Hall, Jr., CO, Naval Administrative Command, NTC, San Diego, opens the contest.



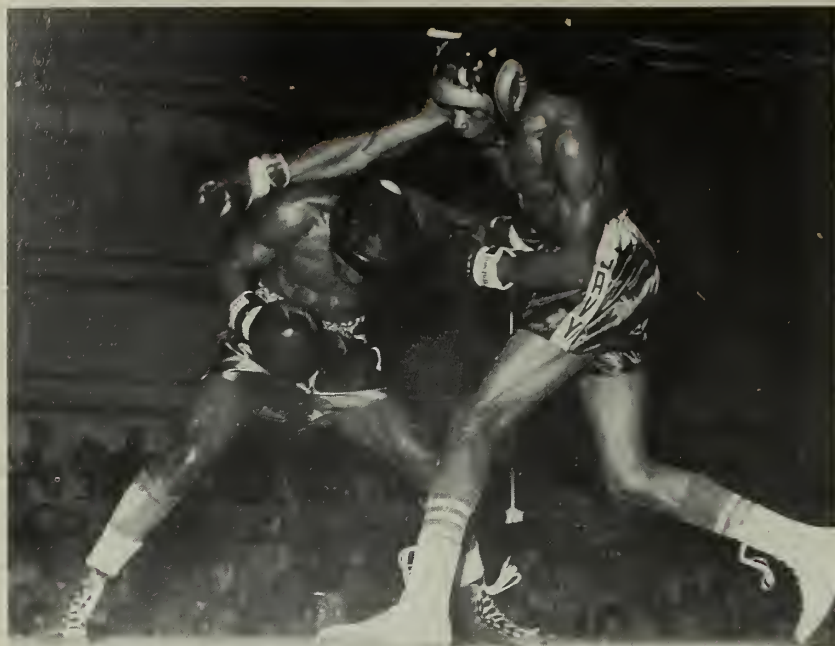
CHAMPS—Top pin buster among Navy men is All-Navy champion William Beades, SA, USN. All-Navy champion of women is Ginny Armstrong, PN1.



M. Clark, AC2. LT M. Carr G. Armstrong, PN1. L. Core, DK2. M. Hatch, YN1.  
THE BEST—South Atlantic team was winner of the women's team championship.



W. Flaminio, YNC5(SS). K. Lautenbach, ADJ2. W. Beades, SA. G. Betts, YN1. A. Crandall, SA.  
NORTH ATLANTIC men's team pose with their championship team trophies.



**MISS A FEW**—Al Robinson (r) and Charles Davis engage in mixup in finals of Interservice Boxing. Robinson won match, bantamweight title by decision.

## Plenty of Bounce in Judo Meet

**N**AVYMEN captured three of the available seven titles, took one second-place trophy and scored third-place wins in two other weight divisions in the first annual Interservice Judo competition.

Carswell AFB, Texas, was host command for the meet.

Navy's big winner was Larry Fryar, a third-degree Black Belt holder from HEDSUPFACTS Yokosuka. Fryar won the Open division championship, then followed up with another trophy as the meet's first Grand Champion.

The latter trophy was won in competition with the winners of all weight classes.

Willie Jones, of *uss Pinnacle* (MSO 462), was the other Navy winner. Jones, a second-degree Black Belt, won the 139-pound class.

In other action:

- Allen M. Masaoka, SA, of NTC San Diego, took second place in the 205-pound division. Masaoka, a first-degree Black Belt, was voted a second-degree belt as a result of his showing in the tournament.

- Billy Gene Williams, a BuPers yeoman, took third place in the 176-pound division. Williams had to default his semifinal match after suffering torn rib cartilage when he was thrown in a semifinal match. He had eliminated two Black Belts in the

meet before his default. Williams holds a second-degree Brown Belt.

- John C. Coons, HMC, won third place in the Unlimited class. Coons, a first-degree Black Belt, is stationed at the USN&MCRTC, Waterloo, Iowa.

As a result of the competition, Interservice Jones, Masaoka, Fryar and Douglas Sniffin were chosen to re-

present the Navy at the National AAU Judo championships in Denver. Chief Coons served as trainer/manager for the group.

Sniffin, who didn't place in the Interservice meet, was chosen to replace the injured Williams on the Navy roster.

No team trophies were presented in this year's Interservice meet.

## Navy Takes Two

Two Navymen won titles in the 1966 Interservice Boxing Tournament and two others almost helped them ruin Army's domination of the meet.

Richard Pettigrew, the perpetual All-Navy heavyweight champion, knocked out Bill Watkins of Army in 1:29 of the third round to win his title. It was the fourth Interservice crown for Pettigrew, who won similar honors in 1960-61-63 and was runner-up in 1964.

Bantamweight Al Robinson won his Interservice championship by a split decision over Charles Davis of the Marines. Robinson also won a unanimous decision over Howard Smith of the Air Force in the single-elimination tournament.

Two other Navymen, featherweight John Mayo and light-welterweight Talbert Anderson, were in the finals. Both lost close bouts to Army fighters. Had they won, Navy would have taken the team title.

In the team standings, Army won five titles, Navy and Air Force won two each, and the Marines won one.

**TANG TEACHER**—Commander John Kistler (foreground) teaches two classes in Tang Soo Do, Korean art of self defense, at Miami of Ohio. Classes contain NESEP and ROTC students, civilian students and university faculty members.





## Good Enough to Eat

In addition to a baking-pan full of individual awards for cooking skills, *uss Wright* (CC 2) and her commissary department received the two-foot, 50-pound silver award as "Best in Show" at the fifth annual Salon of Culinary Art and Exhibition in Norfolk recently.

Additional awards for individual categories included those for a ham, a turkey, three large cakes, and assorted pies, rolls, doughnuts, cookies and breads.

All the items exhibited were garnished in a tropical setting consisting of palm trees (edible), and flowers created from fruits, vegetables and food coloring.

It comes as a surprise to hardly anyone that *Wright* is also the Atlantic Cruiser-Destroyer Force's large ship entry for the Ney Award.

## Correspondence Courses

Three enlisted correspondence courses have been revised and are now available through the Naval Correspondence Course Center, Scotia, N. Y. 12302. They are:

- Basic Machines, NavPers 91230-E; supersedes NavPers 91230-D.

- Aviation Structural Mechanic E-3 and 2, NavPers 91622-1A; supersedes NavPers 91622-1.

- Air Controlman 1 and C, NavPers 91677-B; supersedes NavPers 91677-A.

## Space Capsule Takes to Air

When Gemini Eight splashed down 500 miles from Okinawa on 16 March, its flight time did not actually end. The Gemini Eight capsule was placed in flight once again—this time for slightly over 26 hours, the time required for a C-130E *Hercules* of the Naval Air Transport Wing, Pacific, to return the space vehicle to its original starting point of Capè Kennedy.

The capsule was carried nearly 11,000 miles by the same C-130E, manned at intervals by three separate NATWP flight crews. Accompanying the capsule were seven NASA representatives.

The journey home began in Naha, Okinawa, with an Air Transport Squadron Seven (VR-7) crew at the controls. Upon reaching Midway Island, a VR-22 crew took over for the flight to Travis Air Force Base, Calif. Another VR-7 crew met the plane there and flew the final leg to Patrick Air Force Base, Fla.

## FROM THE SIDELINES

**T**HE TROPHY chasers at Guantanamo Bay, Cuba, are picking on the golf course. Since 28 Nov 1965, three holes-in-one have been scored there.

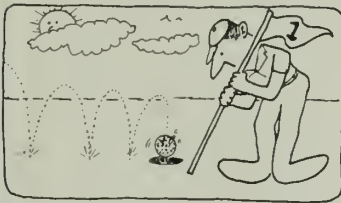
Domer E. Rowan, Chief Interior Communications Technician, was the first to sink a tee shot, on the 197-yard ninth.

Then on 5 Feb 1966, Chief Engineman V. Burford and Captain J. W. Sedlacek, DC, both connected for aces on the Gitmo course—and both made their shots on the same hole, the 105-yard 18th.

★ ★ ★

The longest hole-in-one in recent months was scored by Captain David L. Harris, CO and Director, U.S. Atlantic Fleet ASW Tactical School, Norfolk, Va. His shot was 204 yards from tee to cup.

CAPT Harris may also be



nominated for the Tongue-in-Cheek Award, to place beside his hole-in-one trophy.

As the club professional authenticated his scorecard, CAPT Harris pointed out the following:

"It may be noted that my wife, Jane F. Harris, is the only witness. It is believed that this should be no deterrent to any recognition, since a wife can testify for, but not against, her husband."

He got the trophy.

★ ★ ★

For you followers of bowling statistics, 13 BuPers bowling trophies have been awarded so far this year. Of those, only one was awarded for a perfect game; the others went to 600/700 series bowlers.

The lone 300 bowler is Thomas G. Fowler, Hospital

Corpsman First Class, of Naval Hospital, Jacksonville, Fla.

High man among the 700-plus bowlers is Lieutenant (jg) R. C. Shell, USNR, of Fleet ASW School, San Diego. Shell tallied games of 247, 257 and 246 for a 750 total.

Only one woman has in recent months received trophy recognition, but she has done it twice. Dottie Morgan, YN3, of NTC San Diego's Administrative Command, won her first piece of hardware with a 667 series (women must bowl 600 or better; men must roll 700).

Exactly three weeks later, she turned in a 615 series, qualifying her for a second award. In addition, the score helped her team win a match—by one pin.

★ ★ ★

Athletes who place 124th usually don't receive publicity, but we recently heard of one who did. She's Roberta Bingay, 23-year-old wife of a Navy electronics technician.

The publicity came to the 5'5" blonde after she placed 124th in a foot race. But it was no ordinary race. It was the

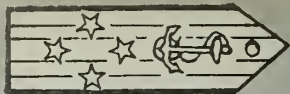


annual Boston Athletic Association Marathon—26 miles and 385 yards of grueling cross-country running, from Hopkinton to Boston.

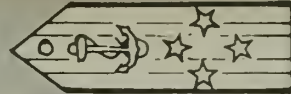
Mrs. Bingay is believed to be the first woman ever to finish the race, and perhaps the first in its 70-year history to run it.

But, though she was out of the running for a trophy, Mrs. Bingay has the satisfaction of knowing that she beat nearly 300 male competitors.

—Kelly Gilbert, JO2, USN



## FOUR STAR FORUM



### Suppose You Were CNO for Sixty Minutes

*"SIR: To the 'Four-Star Forum' I submit the following comments and criticisms. . ."*

*"After nearly four years in the Navy, it is my opinion that. . ."*

*"Being CNO for an hour can be quite a burden, but honorable. So without delay I will fill it to the best of my ability."*

*"Discussion groups and question and answer sessions are in progress here and, we imagine, throughout the Navy, on the retention problem."*

*"You either like military life or you don't. If money were the prime factor for remaining in the Navy, how many thousands of career officers and petty officers would have departed long, long ago?"*

*"I have long felt that NavPers 792 was not being used to maximum effectiveness."*

*"Under the system of inspections used now by most commands, the men who are not ready for inspection are usually hidden from the inspecting officer by being placed on watch or a work detail."*

*"Your 'Four-Star Forum' is all very well, but what are you doing about it? Is it going to be anything more than a sounding board for pet peeves-What action is being taken?"*

IN RESPECT to that last question—plenty. There's many a man in the Navy today who, when perusing the report of the SecNav Task Force in the May issue of *ALL HANDS*, can point to one of its recommendations and say to himself: "I had a part in that." Or, more likely: "Well! It's about time they did something. I told them so a long time ago."

You might be surprised at the serious consideration given your letters. Members of the SecNav Task Force, as one example, found them invaluable in their search for problem areas and possible solutions.

Any letter addressed to the "Four-Star Forum" had a rough time of it. First, several copies were made. A number went directly to the Task Force where they were distributed to the interested committees. A small proportion were selected for publica-

tion in *ALL HANDS*. Copies went first to the Bureau of Naval Personnel's Assistant Chief for Plans and Programs. We'll let the head, Policy Branch, tell you what happened to them:

"Each of the letters is reviewed in the Policy Control Branch and a determination is made as to which bureau or office in the Navy Department might have an interest in the content. The letters are then forwarded to the cognizant bureau or, if appropriate, to more than one. Not all letters, of course, are answered by these bureaus, and the decision to answer or not, is left to them."

"Many of the suggestions contained in these letters are good—some are already being implemented, and the others were seriously considered before a decision was made not to do so. Each letter is reviewed by several officers."

FOR EXAMPLE, in the February issue LT W. E. Boley—among others—had a few blunt words to say concerning the enlisted evaluation system:

"The present system of enlisted evaluation not only produces inequities, but is responsible for an unnecessary and harmful semiannual writing contest throughout the Navy."

ADM David L. McDonald, Chief of Naval Operations, is welcomed aboard USS Midway (CVA 41).



It is unfair to Navy enlisted personnel."

More to the point, LT Boley goes on to discuss those factors which, in his opinion, are inequitable and makes concrete suggestions for their remedy.

He will be interested in Task Force recommendation No. 13, approved by the SecNav Policy Board (see May issue, page 48).

Many a letter echoed Thomas E. Burton, QM3, when he said: "Why shouldn't a single man have his choice as to where he wants to live and whether or not he should eat at the galley or ashore. If given the chance with comrats and BAQ, I'll bet that at least 25 per cent of the single men, E-4 and above, would find living ashore the same as the married men we work with. Is it really fair to keep us off the list?"

"Ever get transferred to a foreign duty station?" asks LT G. A. Bernier, USN. "Comes the big brochure with the orders which tells all about housing, sponsors, baby-sitters, temporary living allowance, cost of living allowance, temporary housing, and hospitality kits. Ever read one word about what a bachelor can expect? And then there's that dislocation allowance. . . . Try to make a move as a bachelor after 10 to 15 years in the Navy without it costing you a bundle!"

Quartermaster Burton, LT Bernier and their friends who feel the same way will find Task Force recommendations 64, 65 and 67 (*ALL HANDS*, May 1966, page 44) to be fascinating reading.

"Send all recruits to ships for six months after boot camp," urges John J. Abraham, CT1. "First three months would be general seamanship fourth month appraisal, selection and interview for Class 'A' schools. Fifth and sixth months, phasing into service schools and on-the-job training. A service school earned through one's own ability and initiative makes a better student."

"Establish a senior enlisted man in the Navy billet. He would be the enlisted man's representative on the Chief of Naval Personnel staff," adds



Petty Officer Abraham. (See Task Force recommendations 22 and 60.)

"The petty annoyances are the ones that drive most of the really good men out of the Navy." Gaylord L. Harvey, MM1, so reflects the feeling of many correspondents.

Recommendation 59 passes to the Naval Inspector General the responsibility of "identifying and eliminating those (situations) which unnecessarily demean the dignity and status of naval personnel."

**T**HAT'S ENOUGH to give you the general idea. This is not to suggest that every letter to the "Four-Star Forum" resulted in an earth-shaking, Navy-wide revolution. The suggestions had to bring to the attention of the Task Force a situation which needed revision and the problem had to offer the possibility of a solution. (At the present time, some problems still do not appear to offer any satisfactory solutions.)

Many suggestions were, of course, directly contradictory. One would urge a return to the old way of doing things; the next a radical departure in administration or operation. One would insist that his outfit was standing too many inspections; another would urge more, and tougher, inspections.

As stated in the May issue of ALL HANDS, letters to the "Four-Star Forum" played just a small part—but a significant part—in the numerous tools employed by the SecNav Task Force. Letters dealing with other matters than retention were brought to the attention of the activities concerned. It's interesting to note too that, over and over again, the same or similar suggestions might have come from more than one, sometimes several, individuals. That may be why your letter did not appear in "Four-Star-Forum."

However, the job isn't finished. Because of the many interesting, helpful, and often excellent suggestions contained in the letters which are still coming in, ALL HANDS plans to continue the "Four-Star Forum."

There is one point to bear in mind—before you write your next letter, sit down and carefully study the suggestions already published in ALL HANDS, as well as the SecNav Task Force recommendations appearing in the May 1966 issue. If the point you

want to make has already been covered, don't write that specific letter unless you have something more to add.

Few of us will ever claim that the Navy is a perfect organization. It's good, but it can be improved. So, let's get on to the new improvements. If your idea is a good one, it will be heard in the proper places.

With these points in mind, we proceed to the new series of "Four-Star Forum letters."

#### **Eliminate the Deadheads**

If I were CNO for 60 minutes, I would start by eliminating as quickly as possible every deadhead and problem child in the Navy. The goal I would demand would be quality personnel in a quality Navy. In short, I would make it tougher to get into the Navy and I would make it much easier for our skippers to eliminate those who do not carry a full share of the load.

My second project would be to lighten that load. The submarine commands have set a precedent which could well be followed by the

whole Navy. By doing away with much of the pettiness such as unnecessary uniform changes, unwarranted liberty restrictions, "on-board—on-duty" regulations, and similar irritations, the Navy as a whole could realize the same high reenlistment figures presently enjoyed by the submariners.

A man in the service at present is far too busy trying to stay out of trouble and live within the many regulatory restrictions to become truly dedicated to anything other than his own skin.

Neil W. Lundy  
MA1, USN

#### **Too Many Specialists**

What is the Navy going to do when there are nothing but specialists and technicians to run their offices and shuffle the paper?

The Variable Reenlistment Bonus is unfair and certainly a demoralizing factor for all Navymen except for the ratings involved. Just how much does the Navy plan to do for these technicians and specialists? They are already getting three variations

### ***This Invitation from Topside Still Goes***

*Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.*

*Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.*

*What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?*

*With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

*The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)*

*This is a golden opportunity to provide a forum for your ideas.*

*The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy and the national defense effort.*

*Here is another installment. Keep your ideas and suggestions coming.*

of incentive (or pro) pay, and now the VRB! Other men work just as hard and put in just as many hours, if not more, under the same conditions, and they're lucky if they get a pat on the back.

I think a more realistic solution would be a "reenlistment endowment bonus" for everyone. It would guarantee a certain amount of money at the end of a first, second, third and fourth reenlistment up to 25 years for a maximum of say, approximately \$12,000.

The reenlistment bonus would decrease proportionately for each reenlistment. To receive the reenlistment endowment, a person would have to fulfill the contract and would have the option of drawing it out at the end of each enlistment or leaving it to draw interest until he completes his 20 or 25 years of service. Think it over, and you'll see that it makes sense.

John H. Owen, YNCS, USN  
Ent AFB, Colorado

## Blue and Gold for Active Duty Ships

If I were CNO, I would seriously consider the *Polaris* Blue and Gold system for all ships performing arduous sea duty. While this would call for a radical increase in manpower, the problem would be offset by the following advantages:

- It would double the size of our Navy at almost no—or very little—additional equipment cost.
- It would virtually eliminate the chances of a nuclear Pearl Harbor.
- It would allow men more time at home.
- It would permit those men at home to devote full time to training programs.

E. R. Little, RD1, USN  
Hamburg, N. Y.

## Exams in Combat Areas

If I were CNO I would remove the examination portion of the requirements for advancement in rate to pay grade E-4 for those men stationed ashore in a combat area. I feel these reasons would justify the action:

- Most men reporting to a combat area have been on the move for several weeks attending various schools and in transit. How are you supposed to study, or complete correspondence courses?



- The man is very often in a transient status at the time the tests are ordered.

• It frequently happens that when the previous command forwards the man's exam to the new command, the man has been ordered to yet another command. The exam just never catches up to the man.

• Administrative offices in a combat area are always overtaxed. The time required to prepare 624s is simply an extra burden. Consequently, many 624s contain errors—to the detriment of the man taking the exam.

- Conditions for study are poor.
- Transportation to an exam center is difficult.
- It sometimes happens that the man about to take an exam has been involved in a combat patrol the night before. This isn't conducive to a good frame of mind for the exam. And there aren't many sailors who will try to beg off a hazardous assignment to be in good shape to take an examination. (It probably wouldn't work anyway.)

I would retain all other requirements.

Lamar Smith, LTJG, MCS, USN

## Mandatory Completion of GED

One of the Navy's more commendable achievements in the field of education is the completion of high school by dropouts taking high school (GED) correspondence courses. GED offers a man an equivalent of a high school diploma and an opportunity to further his education through USAFI courses.

This is good, but I think there are men still unaware of the GED, and many who do know about it are too lax to make an attempt to get this diploma, or perhaps they don't appreciate its lifetime value.

Therefore, as CNO, I would make completion of the GED mandatory on the part of the new seaman before he is eligible to go on to another rating. The division officer will make sure that he finishes the courses. The seaman will be thankful in the end.

Many ships offer special or extended liberty to a lucky one or two persons at stated intervals, or at a time left to the man's own discretion. I would permit COs of ships or stations to authorize special or extended liberty to one man of each division each week. At one time or another during the year, each man would have his chance. I think it would boost morale by giving the men something to look forward to.

I would establish on a continuing basis an office which has the sole responsibility of considering recommendations or ideas concerning retention and other pressing Navy problems. I would sift through the ideas, develop the ones that make sense, and take appropriate action.

I would also suggest that our mothball fleet be used as shore schools for deck machinery and seamanship indoctrination of new recruits as a part of recruit training. Or individual ships or stations could send a quota of new seamen to such a school for one or two weeks as time permits.

Ralph D. Hall, YN3  
FPO, New York

## Take a Chance, But Get Results

As CNO for 60 minutes, I would:

- Require every individual in the Navy to produce results throughout his entire naval career. People with 24 years' service and not producing because of a short-timer's attitude should be judged unsatisfactory. Nonproductive personnel should be retired involuntarily or discharged (if they have not achieved satisfactory retirement qualifications).

Personnel performance evaluations should be based primarily on the individual's imagination, initiative and results. Too often, a non-career junior officer produces more and better results because he is not too concerned



about jeopardizing his career by using unorthodox methods to get the job done. Too often, the more senior personnel (both officer and enlisted) take the safest course of action possible, rather than endanger future promotions. Emphasis should be on the fact that careers and promotions are based upon willingness and initiative.

- Assign only competent and interested officers to naval district assistant and deputy chief of staff billets for USNR programs as well as COs and XO of USNR training centers. Officers in such billets who do not produce should be replaced. Too often, such officers have been passed over and do not make sufficient efforts to conduct the programs effectively.

- Require USNR officers upon first entering a Reserve program to take a special course in instructor training and USNR record-keeping (both training and administrative) as their first two-week active duty for training period. Such a course would better indoctrinate new officers to the Reserve program and result in more productivity from them in their first years of participation.

Allen L. McNitt, Jr., LT, USNR

#### Advancement Points

I would take measures to make sure that personnel who have repeatedly taken and passed the examination for advancement will be advanced to the next higher rate, quota or not. That is to say, I would give an individual a credit of 10 points for every examination he passes and so, by his 10th try, if he is among those who fall in the PNA (passed not advanced) category, he would be fully qualified for advancement because on his 10th try, he would have accumulated 100 points, presupposing, of course, that he has fallen into the PNA category all the way.

Also, I would instill in the mind of every military man that in the modern Navy RHIP (rank hath its privileges) actually means MMHP (man makes his privileges).

Benny M. Javier, MM3, USN  
USS Tutuila (ARG 4)

#### Pro Pay for Corpsmen

I am a Hospital Corpsman on active duty in Vietnam and assigned to the 3rd Marine Division.



It is my understanding that only the critical rates are eligible for proficiency pay. The Hospital Corpsman is not included in this group unless he is serving in a nuclear submarine or in a similar program.

Of all the Navy personnel I've served with over here, only the Navy Hospital Corpsman was assigned TAD to this part of the world to beef up the medical support of the U. S. Marines, and yet not one of us is getting pro pay because we are not considered in the critical ratings.

J. F. Manning, HM2, USN  
A. Co., 3rd Marine Division

#### Equity and Pride in the Navy

If I were CNO for one hour, I would:

- Establish a cut-and-dried Seavey/Shorvey rotation plan for ALL enlisted men. There appears to be no greater personnel turnover in the enlisted grades E-6 and above than there is in the officer grades O-5 and above. Therefore, if a consistent rotation plan for O-5 and above can work, I would see to it that a consistent rotation plan for E-6 and above was made to work.

- If the needs of the service dictated a man's need to be at sea beyond his normal Seavey rotation date, he should automatically start drawing incentive pay until such time as he was sent ashore. Why? If a man cannot be sent to shore duty because he is needed at sea, he must be in a critical rating, thereby de-

serving pro pay of at least P-4.

- Mass recommendations by division officers for advancement in rating, as compared to the division petty officers' specific recommendations, are a proven failure. A man has to have pride in being a petty officer and that pride cannot be obtained by the division officer coming to quarters and saying, "Now all of you who want to go up for your next rate, hold up your hand."

- If I had no pride in the Navy, I would not be here. As CNO, I would exert every effort to instill this same pride in others, and if my juniors ever failed to do so, I would not hesitate to make their heads roll. I might have a small Navy for a while, but in 10 years I would have a bigger and more solid Navy.

When I cross that great divide into tomorrow, I will still be saying with great pride: "I gave my country and my Navy at least 20 good years of my life."

D. A. Wersebe, QMC, USN  
USS Utina (ATF 163)

#### Emphasizing Exam Scores

In response to "An Invitation from Topsy," it is respectfully recommended that the total attainable score on advancement in rating examinations be raised to 90 points, and the multiple be lowered to 90 points. Presently, it is impossible for a 4.0 sailor with minimum time in service, minimum time in rate, and only one Good Conduct Medal to



score high enough to be advanced in my rating. I would venture to say that this situation is also true for other ratings.

This recommendation is made in the best interests of the Navy, since it allows high caliber enlisted men, qualified in all respects, to be advanced.

Carl J. Romo, YN1, USN  
Naval Administrative Command

#### Shoulder Boards for CPOs

I am one of many CPOs who have been concerned about the prestige connected with the uniform of the chief petty officers. (The other prestige and respect applicable to the grade must be earned by hard work, and everyone worth his salt knows this, or should know it!)

At first I was strongly against second and first class POs being considered for the CPO-type uniform because, over the past 20 years, I have seen too many good men work (and worry) exceptionally hard to be allowed the privilege of wearing the "Hat" and the uniform that every career man aspires after. If the CPO-type uniform proves practical for the Navy and the second and first class POs, then I say adopt it, BUT don't allow the adoption of the uniform to detract from the prestige of the chief's uniform.

My suggestion is this: Put shoulder boards on the CPO khaki and white uniforms, anchor emblems on sleeves of blue uniforms, or retain the crow and hashmarks for blues only. This would allow removal of rating badges and hashmarks from the sleeves, true, but it would make the uniform

distinct from other petty officers.

Adopt the officer style white uniform for CPOs and do away with the "ice cream vendor" look of the present CPO white uniform. The shoulder board could display the CPO-type anchor alone for E-7s, anchor with one silver star for E-8s, and anchor with two silver stars for E-9s. It would not be hard to distinguish the CPOs from midshipmen or officers because gold braid shows on the leading and following edges of the present shoulder boards. The CPO's shoulder board would have the anchors (and stars if applicable) centered on the board and nothing would show on the leading or following edge. Nothing else would require a change unless I have overlooked something.

Maurice W. Battey, SHC, USN  
U. S. Navy Commissary Store

#### TARs and Swaps

If I were CNO, I would set up a program whereby TARs could reenlist rate-for-rate regardless of whether they are on the open rates list or not.

As of present I have seen several persons take a discharge from the Navy because, to reenlist, they would have to take a bust just to go Regular. These people would gladly reenlist otherwise.

Why not allow these career-minded persons to enlist or swap with Regular Navy personnel. There are a lot of Regulars who would like a tour of TAR duty and may stay in the Navy for just such duty.

G. L. Weeks, BM2, USNR (TAR)  
Los Alamitos, Calif.

#### Sea Duty and School Selection

If I were CNO for an hour, I would change the procedure for granting school quotas for recruits upon graduation from recruit training. I would make it mandatory for a man, unless he shows exceptional qualities in a given field, to go to sea and find out what Navy life is all about.

After serving aboard ship he has gained a general knowledge of the various ratings and what is required of each. He has been counseled or is striking for a particular rating, and at such a time he knows what he is doing when he requests a quota for the school of his choice. This, in turn, would give the men already at sea a better chance at getting a school.

I have been a career counselor for approximately two months and, in this time, have had five men who have been assigned to the division as mess cooks upon completion of recruit training, and who have orders awaiting schools, come to me and ask that their orders be canceled so they can get into a different rating. When questioned as to the reason, they would reply: "I didn't know what to ask for, so when the classifier mentioned a list of ratings available, I just said 'I'll take that one,' not even knowing what it was all about." Or, "My buddy said that was what he wanted to be, so I thought I would, too."

I personally believe changing this would remedy, to a degree, the retention problem with our first-term people. A man coming from sea to shore after such a tour would be more prone to say: "This is a pretty good outfit, I think I'll stay in." If you would take those five men, times the number of commands throughout the Navy, you would come up with an enormous figure, of which the great majority would be retained as they would be in a rating that they know and have a liking for.

Peter L. Sandfoss III, SK1, USN  
San Diego, Calif.

#### Transfers and Liberty and . . .

If I were CNO for one hour:

- I'd set up a family type service, somewhat like the Air Force, for dealing with and assisting personnel on transfers to new stations; making sure they have all necessary papers,



shots, and information on new station at their disposal. I'd know that the biggest expense a serviceman can have, especially a married man, is the outrageous cost of moving to a new station, and that extra month's BAQ only pays for new curtains, and other items needed in his new home.

- I'd make sure that each man was reimbursed for any costs unforeseen by him or the Navy due to his transfer, and not his fault.

- I'd grant the authority to CPOs, or others who are acting in place of CPOs, to grant liberty (early) to men working under them. The CPO would be held responsible only to the division officer.

- I'd insure that each new man getting shore patrol duty was qualified, either through a school or on-the-job-training by a competent instructor.

- I'd issue policies that each commanding officer could act upon his own decision in granting longer liberties to his men. He could use this as a reward for deserving personnel or as a way to compensate for long times at sea.

- I'd insure that men who have dirty jobs to do while entering or leaving port would not have to be in the uniform of the day.

- I'd make each man drawing . . . oops, my hour is up. . . .

James C. Bennington, Jr., ETC, USN  
Rota, Spain

#### Communications Efficiency

If I were CNO, I would:

- Ensure that all radio traffic is essential to the support of the forces afloat, and to pertinent support commands. Large volumes of nonessential traffic are now handled by radio stations, overloading radio circuits and personnel. Such traffic as officer selection lists, and routine administrative messages could be handled quite efficiently by mail.

- Revise the system so that a command could discard messages which do not pertain to it. This would benefit small stations and ships, which have limited stowage space. Routine administrative traffic, such as weather messages, and daily SOPA traffic could be destroyed after 30 days, and general messages which have nothing to do with the individual command could be replaced by a tickler. Some general messages are

quite lengthy and this, in itself would save a lot of stowage space.

- Revise the distribution of publications and their corrections so the Fleet could maintain publications more easily. A recent example is a publication which had acquired more than 50 pen-and-ink corrections by the time the Fleet received it.

A method which is already being used in one publication would be most helpful in this respect. This is a weekly page change to the publication, which eliminates the need for general message corrections, and any requirements in their handling and stowage. This method of correction could be used in all publications which require frequent changes. Since the present method of

correction uses radio circuits, and the new method would be mailed, this would eliminate having to use radio circuits, tedious handling by communications personnel, and stowage requirements now necessary.

- Revise the class "A" school curriculum so that the student could be taught a few of his administrative duties, instead of so much electronic theory, which he seldom uses. This would include training in subjects such as familiarization with basic communication publications, proper handling and routing of radio messages, use of the authentication system, more circuit training, and more thorough study of actual shipboard procedures.

Louis Cherniss, RM3(SS), USN  
USS Harder (SS 568)





# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**HUNDRED MARK**—Seventh Fleet carrier *USS Hancock* (CVA 19) receives her 100th replenishment since deployment to Vietnam from *USS Cacapon* (AO 52).

## NUC for *Diachenko*

The high-speed transport *uss Diachenko* (APD 123) has become the first PhibPac unit to receive the Navy Unit Commendation for action in Vietnam. The commendation was earned for exceptionally meritorious service from 24 May to 3 Dec 1965.

*Diachenko* was designed to carry underwater demolition teams, Marine raiders and reconnaissance parties. Built on a destroyer hull, the ship has a top speed in excess of 23 knots and carries a crew of about 150 men.

During the time covered by the commendation, *Diachenko* conducted three amphibious raids, four am-

phibious assaults and six beach surveys and beach reconnaissances in the Republic of Vietnam under combat conditions, and in some instances, under fire.

The citation credits *Diachenko* with, "... the first U.S. amphibious raids of the Republic of Vietnam counterinsurgency action against the Viet Cong." The ship also made pre-raid surveys and patrols, during which she intercepted local craft, interrogated their crews and neutralized those which were engaged in VC activity.

"The success of these raids can, to a marked degree, be attributed to the outstanding professional per-

formance of this vessel. Her ability to conduct clandestine beach surveys prior to amphibious assaults, although hampered by adverse weather and the presence of numerous fishing boats and junks, reflects the ingenuity, resourcefulness and esprit de corps of a well disciplined, fully trained combat unit.

"The superior team spirit, courage, professional competence and devotion to duty displayed by the officers and men of *uss Diachenko* were in keeping with the highest traditions of the United States Naval Service."

The award was presented for the Secretary of the Navy by Vice Admiral Bernard F. Roeder, Amphibious Force Commander.

## Home From Vietnam

High school bands play, majorettes twirl, planes fly overhead carrying banners, small boats cavort in the bay, and dignitaries make speeches. A ship is coming home.

Many Navy ships have recently returned to their home ports from Vietnam, always to a hearty welcome, and usually with statistics concerning their activities during deployment. Here are some of them.

- Destroyer Squadron 24, consisting of *uss Barry* (DD 933), *Hawkins* (DD 873), *Ingraham* (DD 694), *Charles S. Sperry* (DD 697), *Samuel B. Roberts* (DD 823), and *Vesole* (DD 878), to their Atlantic home port of Newport, R. I.

During their deployment, the ships fired more than 10,000 rounds of ammunition on Viet Cong positions. On their way home they stopped at Cochin, India, a rare port of call for U.S. warships.

- The dock landing ship *uss Fort Marion* (LSD 22), to San Diego. For over a month she was boat haven for the Navy boats being used in the offloading of merchant ships at Da Nang, also participated in two amphibious landings.

- *uss Magoffin* (APA 199), also of San Diego. She carried over 5000 troops during her deployment. The attack transport served as an ammunition ship, carrying over 800 tons of explosives to Da Nang. Her

## BUILDERS OF THE NAVY



Commander Howard W. Gilmore provided a classic example of bravery during World War II. In command of the submarine *Growler*, his ship—which had just sunk one Japanese freighter and damaged another—was fighting a surface engagement with a Japanese gunboat. Gunfire had badly wounded Gilmore and seriously damaged his submarine. To save his ship, he calmly ordered the bridge to be cleared, knowing that his own life would be sacrificed. Since time did not permit even the few seconds' delay needed to help him below, Gilmore's well trained crew unhesitatingly obeyed his order to "Take her down," and thus brought the damaged submarine safely to port.



Pacific cruise covered 27,854 miles.

- Long Beach-based *uss Valley Forge* (LPH 8). With six major combat operations to her credit, she also served as hospital ship for wounded Marines. Her sickbay accommodated 460 combat casualties, and her crew donated 320 units of blood.

In one day's operation the amphibious assault ship pumped over 27,000 gallons of aviation fuel into 208 helicopters. She kept her tanks full by taking 27 underway replenishments.

- The dock landing ship *uss Monticello* (LSD 35) and the attack transport *uss Montrose* (APA 212), to San Diego. Both ships joined in several amphibious operations, including Operation Double Eagle, considered to be the largest amphibious landing since the Korean war.

- *uss Paul Revere* (APA 248), also to San Diego. She served as hospital ship during Double Eagle, also sent a team to a Vietnam village to set up a field clinic. About 300 people were treated, toys and food were passed out.

- Five ocean mineweevers, *uss Pledge* (MSO 492), *Esteem* (MSO 438), *Conquest* (MSO 488), *Gallant* (MSO 489), and *Illusive* (MSO 448) to Long Beach. They spent 72 per cent of deployment underway in the South China Sea, boarding and searching junks.

*Gallant* rescued wounded Vietnamese civilians who had been



**CHOOSE TO STAY**—Five members of Naval Support Activity, Da Nang, reenlisted as a group. NavSuppAct commander, RADM T. Weschler, read oath.

caught in a battle at the village of Ngan Ha. The crew administered emergency first aid as the ship evacuated them to a Vietnamese hospital.

*Illusive* detected almost 4000 junks and coastal transports, inspecting and/or boarding over 1100 of them in search of contraband.

### Swift Boats Deploy

Two high-speed 50-foot *Swift* boats chalked up the first long range operational deployment of small boats to be conducted in Vietnam. The newly-deployed craft conducted a 1000-mile patrol along the entire coast of South Vietnam in a 17-

day trip from Phu Quoc Island to the 17th parallel.

This first use of the *Swifts* was designed to test their operational capability to deploy and operate with other Market Time units in all areas of South Vietnam. They join destroyer escorts and minesweepers stationed along the length of the country's coastline as units of the Coastal Surveillance Force, aimed at stopping supplies to the Viet Cong by sea.

To extend their range, the *Swifts* reprovision at sea from larger Market Time units. Upon completion of the 1000-mile journey, the boats began a regular assignment off the northern zone of South Vietnam.



SEAPLANE tender *USS Currituck* hosts nest of Coast Guard patrol boats and Navy LST for supply replenishment.



A SPECIAL JOB—The OV-10A, a twin engine, prop-driven aircraft designed specially for counterinsurgency application, is being tested by the Navy.

### Chu Lai Interlude

Nobody would call the Marine Corps complex at Chu Lai in South Vietnam a good liberty port. It has few recreational facilities, the temperatures are high, with matching humidity, and modern conveniences are not in evidence.

There are no cities or villages nearby to provide diversion and the nights are punctuated with mortar, artillery and sniper fire with intermittent flares illuminating the night.

It is scarcely any wonder that about 450 Marines at Chu Lai didn't have to be invited twice when several ships from Amphibious Squadron Three invited them aboard.

uss *George Clymer* (APA 27), *Tulare* (AKA 112) and *Colonial* (LSD 18) were anchored close offshore near the sandy beaches landing men and supplies.

As soon as the Marine guests arrived on board, they enjoyed, what was for them, the luxury of a hot shower with fresh towels. This was followed by a hot meal approaching

banquet proportions and a double feature movie. Probably the most appreciated of all was an uninterrupted night's sleep on a soft mattress in an air-conditioned sleeping space.

While the Marines were resting, the ship's crews were hard at work off-loading ammunition, vehicles and weapons. Some of the crewmen had been shuttling to and from the ships for more than 30 hours without a rest or a hot meal themselves.

After a hot breakfast, the Marines returned to the heat, the humidity and the battles around Chu Lai, albeit in clean uniforms, and the crews made preparations to sail on other missions.

### Up and Down on *Ticonderoga*

Meanwhile, aboard *uss Ticonderoga* (CVA 14), LT(jg) W. S. Brougner's one hundred and first landing on *Ticonderoga* turned out to be the eighty thousandth for the carrier.

The lieutenant had just returned from flying a strike mission against Viet Cong targets.

### 70,000 Helo Landings

A pilot from Helicopter Anti-submarine Squadron Five set his SH-3A twin turbine helicopter down aboard the amphibious assault ship *uss Boxer* (LPH 4) recently and logged what *Boxer* claims is a record 70,000th helo landing on an LPH class vessel.

Since *Boxer's* conversion from a CVS to an LPH in 1959, she has outdistanced all other ships of her type in recorded landings, holding a score almost twice that of any other ship.

The landing was recorded during

carrier qualifications while underway in the Atlantic Ocean. HS-5 was preparing for a recovery mission for the first unmanned *Apollo* space shot.

The squadron has previously been active in space recovery roles during *Mercury I*, *Gemini II* and *Gemini V* missions. HS-5 helos picked up the first American astronaut in space—Commander Alan B. Shepard—as well as Colonel Gordon Cooper and Commander Pete Conrad after their eight-day flight in GT-5.

### Vietnam Cadets

The people-to-people program took an unexpected twist not long ago when two Vietnamese Air Force cadets, Vu Viet Dung and Nguyen Cao Hung, undergoing flight training at Pensacola, succeeded in saving the life of a local youngster.

While playing at Pensacola Beach, six-year-old Larry Folker was suddenly caught by an extra high wave and carried out to sea.

The two Vietnamese students heard the screams of a nearby girl and, while cadet Dung stood on shore and directed the search, cadet Hung dived into the water and began swimming out to the boy.

Hung finally found the boy about 100 yards from shore and took him in tow. Twice he lost him, but each time managed to recover him. Finally, he managed to swim safely to shore with the child hanging onto his back.

Vu Viet Dung and Nguyen Cao Hung, both natives of Saigon, have been in the Vietnamese Air Force for one year, and in the United States for about six months. During the six months before coming to this country, they underwent extensive instruction in English in South Vietnam. Before coming to Pensacola they received further English instruction.

After primary flight training at Saufley Field, the two Vietnamese will continue flight instruction at Whiting Field. Then along with other types, they expect to fly *Sky-raid*ers in the Vietnamese Air Force.

### A Helo Can Be Beautiful

Cite the helicopter as a sterling example of beauty and grace and your friends will probably give you a wide berth. But it depends on your point of view. If that point is low and waterlogged, the enthusiasm might be excusable.

Take, for instance, the case of Moises Serrano Martinez who probably never gave the whirlybird much thought one way or another.

Serrano first came to attention when the Coast Guard Station at San Juan, Puerto Rico, received word a man was in the water off Vega Baja. Serrano had fallen into the sea and attempted to cling to a coral cliff, only to be knocked down by towering waves.

Soon after receiving the word an



Albatross seaplane was airborne and on the way. After spotting the man and seeing the futility of attempting to land, the crew dropped a life raft. But Serrano, who had been fighting the sea for more than a half hour, was too weak to climb aboard. Exhausted, he merely clung to the side of the raft.

Meanwhile, a Navy whirlybird on a routine training mission from USS Guam (LPH 9) appeared over the horizon. Receiving a call from the Coast Guard plane, the helo changed its course and headed for the reef. A few moments later Serrano was aboard the helo and receiving first aid from the crew.

The helo took the injured man to Isla Grande Airport in San Juan and deposited him in the hands of two corpsmen who were standing by with an ambulance. Then the helo returned to its maneuver area.

### Checking a Sea Stallion

On the flight deck a number of specialists were gathered to witness the actions of a helicopter about to make a landing. For most of the viewers, it was the first time they had seen this particular VTOL system in flight.

The tests they had gathered to witness were packaged under a single, complicated-sounding label, CH-53A Helicopter Hangar Deck Handling/Compatibility Evaluation.

As the aircraft landed on the flight deck aft, the observers moved forward to greet pilot Lieutenant D. F. Mayers, USN, Naval Air Test Center, Patuxent River, Md.; co-pilot Lieutenant G. W. Mowery, USN, NATC; and flight crewmen MSGT C. A. Lamarr, USMC; MSGT J. A. Reid, USMC; and L. C. Ginchereau, ADJ1, USN.

But the performer which drew most of their attention in this evaluation was the prospective addition to the Naval and Marine Corps Vertical Envelopment Weapons Systems, the CH-53A "Sea Stallion."

The capabilities of this aircraft, if it passed all the tests, could be put to good use in an airborne assault. Its own empty weight is approximately 21,735 pounds and it is designed to deliver an 8000-pound payload 100 nautical miles at an air speed of 150 knots. It is capable of a maximum level speed of 170 knots.

The copter has the ability to hover at 6000 feet on a normal day, and is designed to maintain level flight



THE NAVY'S X-22A VTOL aircraft is seen here hovering 25 feet above the ground during its successful first flight at Niagara Falls International Airport, N.Y., in March.

Test pilots said that during the 10-minute flight the plane felt like and handled like a helicopter in hovering flight and that controllability was outstanding, with only minor control adjustments required during four landings and takeoffs.

The aircraft, being developed for the Navy and designed for tri-service use, has been designated VTOL (vertical takeoff and landing). It will be used in the Navy-managed portion of the tri-service research program to explore the mechanical and aerodynamic problems associated with the design, construction and testing of the dual-tandem ducted propeller design, and to evaluate its military potential.

A compact, high performance airplane, VTOL is powered by four turboshaft 1250-horsepower engines. Vertical takeoff is accomplished by rotating the ducted propellers to a vertical thrust position to provide lift. As altitude is gained, they are shifted to a horizontal thrust position for forward flight.

Piloted by a two-man crew, the aircraft is capable of carrying six passengers or a 1200-pound cargo load.

on only one of its twin turbine engines, even during heavy turbulence.

In addition, it is readily convertible to assume a twofold mission as either a cargo or troop transport.

In the case of the former, it can carry 8000 pounds of cargo its maximum distance and still be able to make its return flight with up to 4000 pounds of additional equipment.

As a troop transport, the CH-53A—still under evaluation and development for integration into Fleet Marine air units in 1966—can carry 38 combat-ready troops its maximum distance outbound to the assault point, and still load up to 19 troops for the return flight.

Loading of both personnel and equipment is accomplished through the aircraft's rear loading ramp.

Features include an Automatic

Stabilization System, and watertight lower sections of fuselage, sponsons, and loading ramp that give the aircraft an ability to remain afloat indefinitely in the event of an emergency landing at sea.

The three blades on each side of the main rotor and tail assembly can be folded in a two-and-one-half minute operation, and unfolded in approximately 80 seconds. The aircraft's main rotor head is manufactured from titanium, while its cockpit canopy and nose are of molded plastic construction.

What does all this mean to Fleet requirements? It adds up to a hard-hitting, highly operative, all-weather, integrated weapons system which will be a valuable asset to the Navy's amphibious forces, in trouble-shooting operations of all kinds.

—R. J. Garcia, JO3, USN



Arm up for jerk.



Doing the monkey.



"Stay away, I need room."

**GYRATIONS**—Catapult officer of USS *Enterprise* (CVAN 65) appears to be doing modern dance steps on flight deck.

### Topeka Visits Davao

When the first liberty launch from USS *Topeka* (CLG 8) purred to the pier at Davao, on the Philippine island of Mindanao, members of the crew were all but bowled over by the red carpet as it came rolling toward them.

Top ranking officers of the ship were greeted by an emissary from the city who draped them with leis and drove them in a motorcade to city hall to pay official calls on the Governor of Davao province and the mayor of Davao city.

For *Topeka's* enlisted men, there was a dance to the music of a swinging combo from the ship with local beauties as partners. During the evening, there was also an exhibition of Philippine folk dances given by women dressed in local costumes.

For the officers, there was a buffet dinner reception given by local officials which was returned aboard *Topeka*.

There were also a public band concert by the *Topeka* show band in the city park, which was broadcast by the local radio stations, and a joint concert with the University of Mindanao Band at the university gymnasium. This was attended by hundreds of students who were dismissed early from their classes for the event. At both concerts, popular music from the States proved to be a show stopper.

*Topeka's* softball and basketball

teams played the leading teams from the city of Davao but the matches were inconclusive indications of relative skill. The basketball team won one and lost one while the softball team won two and lost two. After the games, the Davao teams treated each of their guests to dinner in their homes and a personally guided tour of the city.

For thousands of Davao citizens, a visit aboard *Topeka* was the highlight of her three-day stay. Each child who visited was made an honorary crew member and given a button to attest the fact.

For charitable organizations and schools of the area, there were 2000 pounds of Project Handclasp material in the form of books, food supplements, toys and candy which went to those who could make good use of it.

For both the crew of *Topeka* and the people of Davao city and province, it was a visit that neither would soon forget.

### Nuclear Subs Launched

Two nuclear powered attack submarines, *Sturgeon* (SSN 637) and *Queenfish* (SSN 651) have been launched. The two subs, of the new *Sturgeon* class, are 292 feet long, with a beam of 31 feet. Displacing 4600 tons, they will be capable of a submerged speed in excess of 20 knots.

*Queenfish*, second of her name,

was launched at Newport News, Va. *Sturgeon* was launched at Groton, Conn. She is the third sub to be so named. The first *Queenfish* (SS 393) and the second *Sturgeon* (SS 187) saw duty during World War II.

Both are scheduled to be commissioned in October.

### Win Dolphin Scholarships

Dolphin scholarships of \$500 each have been awarded to five high school seniors and two college freshmen by the Dolphin Scholarship Foundation. In addition to these scholarships, \$100 awards were given to three high school seniors for use during their first year of college.

The Dolphin Scholarship Foundation was established in 1960 to give deserving children of members and former members of the U.S. submarine service financial aid for college education. Since then, the foundation has given 28 scholarships.

Winners of the 1966 \$500 scholarships were:

Jane Anne Ledbetter, daughter of Commander Robert Lee Ledbetter of Norfolk, Va.

Frederick Eugene Pennell, Jr., son of Chief Electrician's Mate F. G. Pennell of Hanahan, S. C.

Lloyd Murray Van Lunen, Jr., son of Commander L. M. Van Lunen of Mount Pleasant, S. C.

Ann Benedict Smith, daughter of Commander L. S. Smith, Jr., of Charleston, S. C.





Slow jazz step.



Taking a bow.



Crewmen scurry for next act.

**ENTERPRISE**, serving with U. S. Seventh Fleet, was first nuclear-powered U. S. ship to serve in combat operations.

Henry Merryman Wilson, son of Commander J. B. Wilson of Charleston, S. C.

Kathryn Ann Hinson, daughter of W. P. Hinson, Warrant Officer, of Groton, Conn.

Betty Ann Beaver, daughter of retired Chief Engineman Thomas Henry Beaver of Newport Richey, Fla.

Those receiving \$100 awards were:

Michael Stephen Rathbun, son of Lieutenant D. R. Rathbun of Seattle, Wash.

Linda Louise Rawlings, daughter of Captain F. T. Rawlings of Groton, Conn.

Stephen Palmer Powers, son of Commander W. P. Powers of Norfolk, Va.

ter-claims, the crew consider her ballasting champion of PhibPac for 1965, and, in fact, the ship most often sunk in the surface Navy. While at DaNang, for instance, the ship ballasted 110 times.

### Ben Franklin Arrives

uss *Benjamin Franklin* (SSBN 640) the fifth *Polaris*-firing submarine to join the Pacific Fleet, reported at Pearl Harbor in April.

The Gold Crew, which brought the sub into Pearl Harbor Submarine Base, were met there by the Blue Crew.

*Benjamin Franklin* is the sixth ship to bear the name of the famous U.S. inventor, author and statesman. She was commissioned in October 1965.

### Flying on Skis

The Navy's Antarctic Air Squadron VX-6 takes pride in the flying time chalked up by its ski-equipped C-130s during a 31-day month. Using the squadron's computations, its four planes flew 1486.3 hours.

The flying time was accumulated even though two of the planes were unavailable for flight during a seven-day routine maintenance check in Christchurch, New Zealand.

Conditions at McMurdo Station are not exactly conducive to accelerated operations. There is no hangar space available, and all daily and line maintenance is performed while the aircraft are parked on a ski-parking lot with sub-freezing temperatures present to harass the crews.

### Ballasting Champs

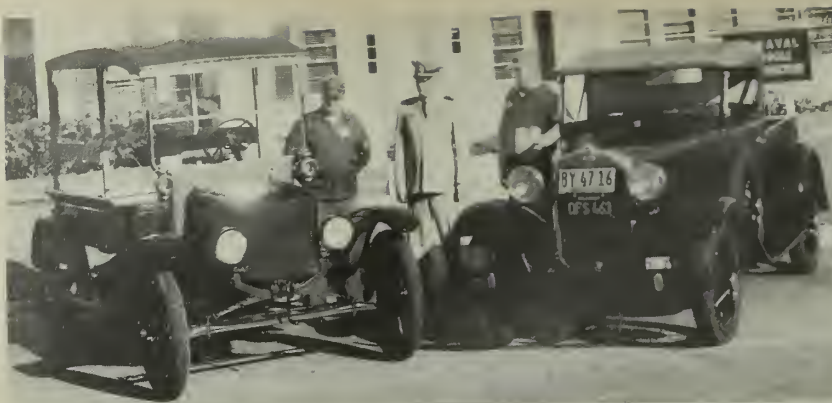
After more than nine months in the Western Pacific the landing ship dock *uss Carter Hall* (LSD 3) has returned to Long Beach. During her deployment the ship carried men and equipment to South Vietnam, participated in two amphibious landings, aided in the salvage of *uss Frank Knox* (DDR 742) and served as boat haven in DaNang for three months.

During the tour the LSD ballasted over 200 times, semi-submerging to fill its bay with water, then embarking or disembarking boats, tanks, barges and vehicles. Pending coun-

LOOKING GOOD—Pacific Fleet grayhound *USS Shields* (DD 596) takes cruise.







Walter Irish, CMC, USN

Sam Fowler, SW1, USN

**OLD-TIMERS**—Navy Seabee instructors pose with antique automobiles that they have restored and now use to drive around the Port Hueneme, Calif., area.

### Some Like Them Old

Some people just aren't satisfied with ordinary bucket seats, stereo tape cartridges, and the fastback look. They want something that no new car on the market can give them: age.

Sam Fowler, SW1, and Walter Irish, CMC, both Seabee instructors at Port Hueneme, get their kicks restoring, then driving around in, early American automobiles. Petty Officer Fowler specializes in refurbishing the Model A. He has fixed six of them through the years, but has traded or sold all but his 1930 Roadster Pickup, which he drives back and forth to work.

Chief Irish likes the Model T. He has a 1916 Express Wagon and a 1926 coupe to occupy his spare time.

In case you've forgotten, the Model-T came before the Model A. The A, built from 1928-1931, was an improvement on the Model-T,

which was built from 1906-1926.

Being Seabees, the two hobbyists don't have too much difficulty obtaining spare parts for their antiques. If they can't get a part by advertising in magazines and catalogs, or at swap meets, they simply manufacture it.

The hobby is not exactly cost-free, however.

Chief Irish figures he has traveled almost 8000 miles in a two-year period gathering parts for his coupe. He estimates that his Express Wagon is worth about \$1800, although he has put only \$1000 into it.

On the other hand, Fowler has only invested about \$300 in his roadster, but he thinks it is worth between \$2000 and \$2500. According to him, there are only six other registered Model-A's like his. Five are in Pennsylvania, the other in California.

Although there is plenty of rivalry

between the two as to who has the better car, they agree on at least one thing—the savings on speeding tickets is tremendous.

### Kemper County Rides Again

*USS Kemper County* (LST 854) was instrumental recently in foiling a Viet Cong attempt to block the Saigon River about 22 miles south of Vietnam's capital city. It was the second such attempt made by the Viet Cong within five days.

When the LST heard reports that a self-propelled oil barge was under attack just a few miles away, she hastened to her aid. When *Kemper County* arrived on the scene, she found the small ship had been set fire by Viet Cong guerrillas who were raking it with fire from recoilless rifles and 50-cal. machine guns from a mangrove swamp at the river's edge.

*Kemper County* opened fire on the guerrillas with 40-mm rapid-fire cannon and 30- and 50-caliber machine guns. When her fire was not returned by the Viet Cong, she maneuvered close to the blazing barge which was adrift and abandoned in mid-channel, and started rescue and salvage operations.

The river's currents and restricted maneuvering room eventually forced *Kemper County* away from the blazing barge, but not until after the fires on the barge's deck and superstructure had been extinguished by the LST's crew.

Flames were still leaping from the barge's cargo of fuel oil, however, and a Vietnamese patrol vessel, LSSL 225, took the derelict in tow

**DESTROYER ROW**—Seven destroyers of DesRon 32 took time off from maneuvers for liberty in San Juan, Puerto Rico.





and beached her. Once the flaming hulk was beached, the smaller vessel was able to extinguish the fire in the hold.

Two Vietnamese crewmembers from the oil barge were treated by a *Kemper County* hospitalman for wounds received in the action and transferred to LSSL 225 for transportation to the medical facilities at Nha Be, South Vietnam's main fuel dump.

As the fire in the barge's hold was being extinguished, a U. S. Army helicopter circling the area noticed several sampans trying to slip into the river's main stream from a nearby canal. Units of the Vietnamese Junk Force were ordered to intercept the sampans and detain their crews for interrogation.

### Hospital In Da Nang

Thanks to Seabee persistence and a second try, there is now a new Navy hospital for combatants in the Da Nang area of South Vietnam. As 1965 drew to a close only the finishing touches remained, but the Viet Cong overran the construction site and destroyed with demolition charges eight of the nearly completed buildings.

The next day, however, the Seabees went back to work—this time clearing the debris preparatory to again starting construction. All during the November and December monsoon season the Seabees scoured southeast Asia to find substitutes for the material which had been destroyed and slogged through mud and rain to put up the buildings.

When the hospital admitted its first patient, it was equipped with modern surgical, X-ray and clinical facilities.

In the beginning, the hospital could handle 200 patients and it will have a 400-bed capacity when additional facilities are completed.

### Gray Ghost of San Clemente

The Pacific Ocean off San Clemente Island was a busy place in April as Operation Gray Ghost got underway. It was the first major Fleet exercise of 1966.

Ships, air units and support forces got a workout in many aspects of naval warfare which could become the real thing should ships and aircraft taking part deploy to the Seventh Fleet.

Aircraft from *uss Oriskany* (CVA 34) and *Constellation* (CVA 64)

conducted live bomb and rocket attacks on targets on San Clemente Island while surface ships bombarded the shore at San Clemente's Pyramid Cove.

Also at Pyramid Cove, surface attacks were made against remote-controlled small drone target boats which simulated PT boats. Ships also fired at towed target sleds and aerial target sleeves at sea while surface-to-air missiles were fired at aerial drone targets.

Aircraft carriers, cruisers, missile destroyers, destroyers, service force ships, amphibious ships and mine-sweepers took part in the exercise. Opposition forces consisted principally of submarines and air units.

### Wave Photographer

Miss Clara B. Johnson may not have been one in a million but she is, according to her reckoning, the only Wave warrant officer to wear aircrew wings of gold on her jacket. Miss Johnson was also one of two Waves selected for warrant officer last December from a field of 909.

The flying lady warrant officer, like many fellow Navy personnel came from the midwest—Kansas City, Mo., to be exact. After Class A photographer's mate school at Pensacola, she was assigned to duty at 12th Naval District Headquarters in San Francisco, Calif.

The job could scarcely have been more interesting in Miss Johnson's opinion. The time was during the Korean conflict and there was plenty to photograph.

The hours were long, but it was fun and Miss Johnson decided to make the Navy her career.

Other assignments and Class B School followed before she was assigned to Utility Squadron Seven



STATESIDE AGAIN—Navymen of *USS King* (DLG 10) line decks for return to San Diego after cruise.

based at North Island, San Diego.

To qualify as an air cameraman, Miss Johnson was put through the paces just like her male counterparts—airial photographic qualifications as well as regular aircrewman check-outs on the aircraft.

Whether or not Miss Johnson had second thoughts about the Navy as she was dragged across a swimming pool while escaping from a parachute harness or plunging into the drink in the seat of a dilbert dunker is not a matter of record.

Her job, however, has taken her from Kansas City, and from coast to coast in a number of unusual assignments. It would appear that the Navy gave Miss Johnson what she enlisted for—a career with travel and adventure.

STEAMING HOME—*USS Epperson* (DD 719) heads for Pearl after 7th Fleet duty.





ALL ABOARD—A string of A-4B Skyhawks line up to be hoisted aboard USS *Intrepid* (CVS 11) as the carrier readies to leave Norfolk for the Pacific.

### New Assignment in Pacific

The Norfolk-based antisubmarine warfare carrier *uss Intrepid* (CVS-11) is back in the Pacific, and, shades of World War II, she's there as an attack carrier.

*Intrepid* has begun operations in the South China Sea, where, as a platform for *Skyraider* and *Skyhawk* aircraft, she serves as a CVA, even though her designation as a CVS has not been changed.

The deployment marks *Intrepid's* first return to the Pacific since World War II, when as a CV she

earned five battle stars in campaigns from Truk to Okinawa. The "Fighting I" survived several kamikaze attacks at Luzon, and helped write a fiery finis to the Japanese Navy in the Battle of Leyte Gulf.

Among her more recent accomplishments was the safe recovery of America's first *Gemini* astronauts, Gus Grissom and John Young.

A CVS since 1962, *Intrepid* underwent some minor modifications, including changes in her bomb and rocket spaces, and a beefing up of her steam catapults to enable her

to operate the light attack aircraft.

For her Vietnamese assignment, *Intrepid* has embarked four squadrons of attack aircraft and a detachment of helicopters, all comprising Carrier Air Wing 10.

Flying the A-4B *Skyhawk* are Attack Squadrons 15 and 95, while VA 165 and 176 are equipped with the A-1H *Skyraider*. Units of Helicopter Composite Squadron 2 provide rescue services for the carrier and air wing.

*Intrepid* is the second Atlantic-based CVA to operate in support of Vietnam operations. The others are *uss Independence* (CVA 62), and *Enterprise* (CVAN 65). *Enterprise* is still there.

### Quick, Nimble, *Intrepid*

"Rig the barricade," the air boss yelled, Thirty-nine seconds later, the giant net was stretched across *uss Intrepid's* flight deck, and the Navy-men who did it had cleared the area.

This was fast work for the crew of CVS-11 who, last December, rigged the barricade in a brisk 44 seconds.

*Intrepid's* airdales are good at night riggings, too. Last March, they set the net in place in 54 seconds.

### Big Benn Again Wets Her Hull

Early one morning a lone man with a flashlight treads the bottom of drydock number one, peering intently at the fittings in the massive hull above him. He is the docking officer at the Long Beach Naval Shipyard, inspecting the hull of the 40,000-ton aircraft carrier *uss Bennington* (CVS 20).

The ship has been in drydock for 54 days, during which rudder bearings were replaced, anchors and chains were tested and repainted, the rudder was realigned and the entire hull below the waterline was sandblasted and painted. Now it's time to leave drydock.

Days before, men with slide rules, weather maps and tide charts calculated winds, tides and currents which would probably prevail during undocking. There was no room for error. A sudden gust of wind at a crucial moment could ram the carrier into the side of the dock.

Lieutenant J. J. Goodwin, USN, on the dock floor, conducts the final inspection carefully. From the time flooding starts — when the ship starts to float off its keel and side

blocks—until it is safely clear of the "sill," or mouth of the drydock, LT Goodwin will be responsible.

He climbs the stairs to a walkway midway up the side of the man-made canyon. He scrutinizes the hull for unpainted areas, loose lines and other discrepancies.

Meanwhile, a giant dockside crane rumbles up its track to lift the last pieces of equipment—a tractor and some scaffolding—from the dock bottom. Everything possible has been done to ensure a trouble-free flooding.

Now standing on the caisson, which is the barrier holding back harbor water, Drydock Officer Goodwin orders substation number one to commence flooding. A thousand feet away, at the opposite end of the drydock, a man at complicated instrument panels activates a switch which swings two six-by-eight-foot sluice gates open. Water starts to swirl into the dock.

Inside the carrier, watches and inspection teams search for any sign of leakage. They report to damage control central every 15 minutes.

The water continues to creep up the sides of the hull.

The team in DC central screens each report and relays it to the ship's superintendent, who is stationed on the flight deck, and maintains communication with the docking officer on the caisson via walkie-talkie.

If there are any leaks, the docking officer will make the decision on whether to stop flooding or "pump down."

When it has been determined that there are no leaks, the lines between ship and shore are parted, including water, electric and telephone cables. Brows and gangways are lifted and men stand ready to handle mooring lines. Ship emergency generators come to life. *Big Benn* is floating.

A formation of tugs moves in to move the ship from her close quarters. Progress starts slowly and cautiously, but eventually the bow passes the sill.

Weeks of preparation result in a successful undocking. LT Goodwin heaves a sigh of relief.



## Rounding Out Two Decades

The antisubmarine carrier *uss Kearsarge* (CVS 33), which made headlines as the recovery ship for Mercury astronauts Walter Schirra and Gordon Cooper, is celebrating her twentieth birthday this year. Her achievements were noteworthy even before the splash-down.

In August 1947, *Kearsarge* launched two of a new class of jet fighter known as the *Phantom*. This was the first time a jet fighter plane had taken off from a carrier at sea and landed at an inland base.

*Kearsarge* was decommissioned in 1950 and placed in the yards at Bremerton, Wash. After a 20-month conversion period, she was recommissioned as an *Oriskany* class carrier, able to handle faster, modern jet aircraft.

She joined Task Force 77 off Korea in September 1952, and served there until February 1953. During those six months, planes from her flight deck flew nearly 6000 sorties against communist forces in North Korea.

In the fall of 1954, *Kearsarge* took part in the evacuation of the Taichen Islands, 200 miles northwest of Formosa. Her aircraft flew cover missions.

She went into the yards again in July 1956 at Bremerton, where she received an angled flight deck and an enclosed hurricane bow. She was redesignated as an antisubmarine warfare aircraft carrier on 1 Oct 1958.

While cruising in the Western Pacific in September 1959, *Kearsarge* was diverted to Nagoya, Japan, which had been hit by typhoon Vera. For six days *Kearsarge* helicopters carried Japanese people to safety and the crew rendered all

## Showing the Flag in Faraway Places

Some sailors and ships find themselves in more unusual situations than others. Take, for example, the crew of *uss William C. Lawe* (DD 763) and the men of the COMCRUDESFLOT 10 and *uss Forrestal* (CVA 59) hands.

*Lawe* represented the United States at the eighth annual graduation exercises of the Imperial Ethiopian Naval College at Massawa, Eritrea, Ethiopia.

The bandmen from COMCRUDESFLOT 10 and *uss Forrestal* were transported by magic carpet (in the shape of a plane) from the Med to Massawa for the occasion.

The graduation exercises lacked nothing in pomp and circumstance. King Olav V of Norway and Ethiopia's Emperor Haile Selassie I re-

viewed marching units of the participating countries and each of the year's graduates was presented with a sword by King Olav.

After the ceremonies, the parade ground was converted to an outdoor banquet hall where the distinguished guests enjoyed Ethiopian cuisine.

*Lawe* also participated in a naval demonstration involving tactical maneuvers with ships of all nations represented and later joined them in forming an international screen to escort the Emperor's ship on its return to Massawa.

The ceremonies ended with athletic events in which athletes from the U. S. Naval Communications Station at Asmara, Ethiopia, as well as *Lawe* took part.

possible assistance to the disaster victims.

In the summer of 1964, *Kearsarge* deployed on her ninth Far East cruise. Her routine cruise was interrupted when she moved to the South China Sea to provide protection for units of the Seventh Fleet, which had been attacked by communist PT boats in the Gulf of Tonkin.

*Kearsarge* presently operates with the First Fleet.

## Castor Joins Over-25 Club

*uss Castor* (AKS 1) has joined the over-25 club. The ship celebrated her 25th year of commissioned service in Sasebo, Japan, while undergoing a regularly scheduled overhaul.

*Castor* originally went to sea as *ss Challenge*, but was then purchased by the Navy, converted to an AKS,

and commissioned on 12 Mar 1941. She soon began serving in the Pacific and was one of the survivors of the Pearl Harbor attack in December 1941.

The ship served in the Pacific throughout World War II, the Korean conflict and the French-Indochinese crisis of 1954. Since 1956 she has been homeported in Japan and has become a familiar sight to most ships in WestPac.

When the present overhaul is completed, *Castor* will have a helo deck for vertical replenishment. She will also receive all new communications spaces and equipment, a modified superstructure with additional bridge space, renovated messing and berthing spaces and a combination of new and rebuilt ship's service equipment.



OLD SALTS—USS *Cimarron* (AO 22) and USS *Dixie* (AD 14) have a total of 53 years of active service with the Fleet.

# SERVICESCOPE

Brief news items about other branches of the armed services.



**THE STRIKE**—Diving on military targets in North Vietnam, an Air Force F-105 Thunderchief fires rockets.

A NEW ARMED HELICOPTER, the *Cobra*, is scheduled to replace the Army's current UH-1B. Its mission, like that of the UH-1B, will be to escort troop-carrying helicopters and provide suppressive fire in landing zones to support air mobile operations. First deliveries are expected by mid-1967.

The new chopper will have greater range, speed and carry a greater weapons payload than its predecessor. The greater performance and maneuverability will be achieved because the *Cobra* will use a new streamlined fuselage. Its transmission, engine and rotor system will be the same as used by the UH-1B.

The *Cobra* can be deployed directly from the production line to field units without the need for retraining pilots and mechanics and can use many of the spare parts now available in the field.

These features will enable the Army to employ the *Cobra* with a minimum of expense and impact on its supply and training base.



**AIR TAXI**—U. S. Army Huey 'slick' ships deliver Vietnamese troops to attack the VC in Delta mountains.

A BROADLY BASED STUDY of polar icebreaker design looking toward the replacement of the 23-year old WIND class icebreakers has been undertaken by the U.S. Coast Guard.

The study will cover all advances in icebreaker design and propulsion made available by modern technology. Special consideration will be given to propulsion systems to determine whether improvement can be made upon the present diesel-electric system. The possibility of using nuclear energy will also be studied.

The Coast Guard has also requested proposals from commercial firms to conduct an economic and engineering study to consider nuclear power, with comparisons being made on a basis of cost, ability to meet operational requirements and the effect of propulsion systems on the ship's design.

Supporting facilities and training programs needed to operate and maintain nuclear-powered ships will also be considered.

If the surveys show nuclear propulsion should be used, a study will then be conducted to determine the most suitable type of nuclear power plant.

★ ★ ★

FROM ARSENAL TO AIRCRAFT in one step is the way the Air Force intends to transfer its bombs in the future. A small four-wheeled dolly, which will eliminate several devices currently used in bomb-handling, is being developed.

The proposed dolly would serve as a mobile cradle for storage and shipment of a bomb, then as a vehicle for movement to the aircraft. Its self-contained power system would then lift the bomb up to the aircraft's bomb shackle.

This elimination of intermediary steps is expected to supplant at least three major items of bomb-handling equipment.

The dolly would handle any weapon or package of weapons weighing up to 7000 pounds, and would service mainly fighter-type aircraft.

A prototype is to be built and tested by the Air Force Weapons Laboratory at Kirtland AFB, N. Mex.

★ ★ ★

A MOBILE WAR ROOM which can be pulled overland by a truck tractor or carried aloft by a transport aircraft has been developed for the Air Force. The flying war room is mounted in a rolling van. When the wheels are collapsed, this van fits snugly into the cargo area of a C-130.

The mobile war room is called ABCCC by the Air Force. The abbreviation stands for Airborne Battlefield Command and Control Center. The Air Force has ordered two of the 47-foot vans.

When the vans are received, they will be used by joint force battle commanders. From the completely equipped and air-conditioned center they will direct joint forces in a strategic area.

Each of the vans will accommodate two general officers and their staffs. It can be installed in its specially modified C-130 in less than two hours. When the van is on the ground, the cargo plane can be used to ferry cargo and troops.

**ALL HANDS**



AAFSS, THE FIRST HELICOPTER conceived and designed exclusively as a weapons system, is under development by the Army. Designed to replace armed helicopters now being used, the Advanced Aerial Fire Support System will be capable of cruising at more than 200 knots, will have a two-man crew and will mount various combinations of weapons, including machine guns, grenade launchers, rockets and antitank missiles. It will escort troop-carrying helicopters en route to objective areas and provide suppressive fire in the landing zones during air mobile operations. It will have an all-weather, day and night operational capability.

The helicopter will be powered by a 3400-horsepower gas turbine engine. Ten prototype vehicles will be manufactured and tested under a contract recently awarded by the Army.

★ ★ ★

THE HELP OF MORE individuals from within the scientific community will be enlisted to strengthen Air Force investigations of unidentified flying objects (UFO).

The decision to enlist the aid of university scientists and other scientific leaders was based on a recommendation by the Air Force Scientific Advisory Board which reviewed the Air Force program to investigate and evaluate UFO reports.

The investigation committee recommended expanding the program to include studies by independent scientists of selected sightings. Thousands of UFO sightings have been investigated and satisfactory explanations have been found for all but a few hundred.

The committee found no evidence indicating that unidentified flying objects are a threat to national security.

Funds for the continued study of UFOs will be requested for fiscal years 1967 and 1968.

★ ★ ★

A BOAT POWERED by water-jet instead of conventional propellers is being tested by the Army as a means of increasing its mobility in swamps and shallow waters.

The craft is capable of carrying a capacity 2000-pound load at a speed of 20 mph in water nine inches deep. Empty, the aluminum-hulled boat can travel at



JUNGLE DUTY—Members of Army's 173rd Airborne Brigade lay a base of automatic fire with M-16 rifles.



GUARD PLANE—Air Force O1-E Bird Dog rides shotgun for convoy as precaution against ambushes in Vietnam.

30 mph. Approximately 23 feet long and nine feet in the beam, it weighs 3400 pounds.

Its water-jet propulsion is driven by a 280-hp gasoline engine. A special weed chopping mechanism in the water-jet inlet permits operation in heavy vegetation.

In addition to the water-jet boat, the Army also is testing air-boats for increased mobility in shallow, weed-infested water.

★ ★ ★

EJECTING BOMBS from the top of an aircraft instead of dropping them from a bomb bay or from pods beneath the wings is currently being investigated by the Air Force.

This concept of delivering weapons has been established as part of a study by the Air Force Systems Command to determine new suspension and release ejection methods which would permit today's high-speed aircraft to attack at extremely low altitudes.

Engineering studies indicate upward ejection would increase bombing accuracy, provide more time for the delivery aircraft to escape from the blast of the detonating bomb, and generally prove a more practical technique at low altitude.

Either conventional or nuclear weapons could be used and the technique could be applied to any low-altitude attack mission. Such missions are safer for pilots who would be exposed to ground fire for a shorter period of time.

The system is now being tested by the Air Force Weapons Laboratory, Kirtland AFB, N. M. In principle, the system is similar to a pilot's ejection seat. The weapon rests on a platform connected to two vertical parallel cylinders by tie rods. Gas generated by a propellant cartridge is transmitted through a manifold system to the pistons in the cylinders which in turn accelerate the platform.

# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **MORE E-8 ADVANCEMENTS**—Ninety-one E-7s selected as alternates from the July 1965 advancement exam have been advanced to E-8. The action, which resulted from monitoring of the on-board manning levels as compared to authorized personnel strength, is in keeping with BuPers policy to advance the maximum possible number of personnel in each advancement cycle.

Those selected had successfully participated in the July 1965 Navy-wide examination but were not advanced previously due to existing ceilings.

Appropriate certificates of permanent appointment will be forwarded to the individuals from the Chief of Naval Personnel.

• **WARRANT & ENSIGN SELECTEES**—The selection board convened by the Secretary of the Navy on 15 February announced its choice of Navy men and women to be appointed to warrant officer, W-1, or to receive training which will lead to an ensign's commission in the unrestricted line or the staff corps of the Regular Navy.

Selections were made contingent upon the selectees' fulfilling all administrative and physical requirements.

Inasmuch as final appointment to commissioned or warrant status is

not necessarily assured simply because initial selection is made, selectees should not take steps such as ordering uniforms or selling their homes until their appointment is actually in hand.

Warrant officer selectees who draw pro pay as enlisted men may, if they desire, include proficiency pay as an item in computing saved pay after their appointment. This choice, however, is subject to approval by the Chief of Naval Personnel, who must be satisfied that the candidate will continue to use the skill for which pro pay is authorized after he becomes a warrant officer.

Those who want pro pay included in their saved pay computation should forward their request to the Chief of Naval Personnel (Pers B-223) at least 30 days before the effective date of their appointment.

The appointments of warrant officer selectees will be mailed to their commanding officers on or near the selectees' date of rank and appointment will normally be made at the appointees' duty station.

Non-aviation male warrant officer selectees will be ordered to the Officer Candidate School at Newport for six weeks of instruction. Women, on the other hand, will attend an eight-week course at Newport, and aviation selectees will be ordered to the Naval Air Station at Pensacola for eight weeks of instruction.

Integration selectees will be appointed after they have successfully completed Officer Candidate School at Newport. Men will attend the general line officer course at Newport for 16 weeks. Women will attend an eight-week course at the Newport Officer Candidate School before commissioning, then be ordered to an additional eight weeks in an officer (W) training course, also at Newport.

Orders will be issued by the Bureau of Personnel as early as possible in advance of the actual appointment. Whenever possible, the selectee will be issued "through orders" directing him to training and designating his ultimate duty station.

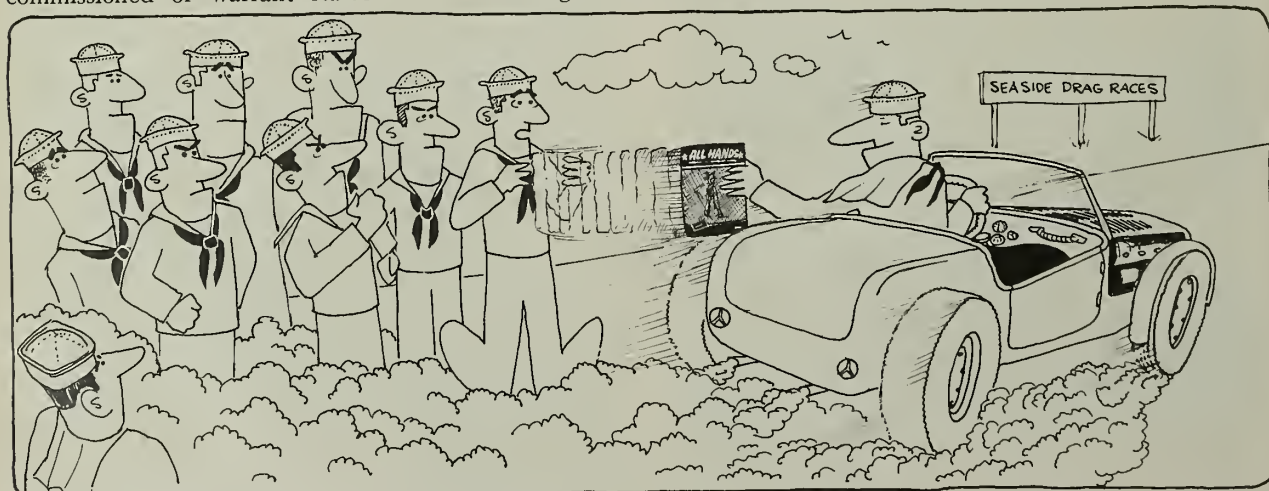
Integration selectees will be ordered to officer candidate school in their enlisted status.

Permanent change of station orders which were issued to Navymen who are selected to commissioned or warrant grade will be canceled by the issuing authority if cancellation is practicable.

Full details concerning selection of applicants for training leading to a commission as ensign or appointment to warrant officer can be found in BuPers Notice 1120 of 16 April together with lists of selectees and their alternates.

• **TWICE WOUNDED**—Personnel who have been wounded more than once in Vietnam or adjacent waters can be certain they will not be sent back to that area for duty.

As outlined in BuPers Notice 1306 of 25 Apr 1966, the reassignment consideration is subject to the following qualifications. The wounds must have been received while serving in Vietnam or adjacent waters, and each wound received must have



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been sufficiently serious to require hospitalization for more than 48 hours.

Such twice-wounded personnel will not be ordered to service in Vietnam, nor to duty with ships or units which have been alerted for movement to that area.

Furthermore, personnel hospitalized as a result of a second wound will be made available for transfer immediately after their return to their duty station from the hospital, even though they may not have completed the normal one-year tour in Vietnam.

This consideration does not apply if the wounds received are not the result of hostile action, that is, non-battle injuries.

Exceptions will be made to this policy only upon written request from the twice-wounded person.

#### • OVERSEAS WAITING LISTS—

Pacific Fleet Navymen who had requested overseas shore duty in the Pacific area before January 1966 must resubmit their requests. On 1 Jan 1966 much overseas shore duty (including most billets in Japan and Hawaii) was reclassified as shore duty, so the PacFleet waiting list was canceled.

EPDOPAC now maintains two lists: One for preferred overseas shore duty (shore duty for rotation purposes) and another for overseas shore duty (such as in Korea or the Philippines) which is still considered sea duty. You may request inclusion on both lists—assignment to a duty choice will result in automatic removal from the other waiting list.

For more information on the new duty classifications, see ALL HANDS, January 1966, "Revision of Seavey/Shorvey Will Interest You." For details of the latest PacFleet regulations, see your personnelman.

#### • TAD TRANSPORTATION EXPENSES — *Joint Travel Regulations*

have been amended to allow for reimbursement of transportation expenses in the vicinity of a temporary duty station, between place of lodging and place of business and between place of business and place where meals are procured.

The new regulations apply to travel by public carrier, taxicab and privately owned automobile.

Reimbursement is authorized for bus, streetcar, subway, ferry or other public carrier fares between place of lodging and place of business and



"Boy, did I get chewed out!"

return, when in a TAD status. When suitable meals cannot be obtained at the temporary work site, the cost of transportation not to exceed one round trip per day, to the nearest place where suitable meals can be obtained can be claimed. An explanation of the necessity to travel to obtain meals must accompany the travel voucher when submitting a claim.

When it is determined to be advantageous to the government, authorization may be given for use of taxicab transportation between the places mentioned above.

When temporary duty travel is performed in a privately owned vehicle, reimbursement for mileage will be paid for the distance traveled locally to and from work and meals.

The change was effective as of 14 Mar 1966, and promulgated in Nav-Compt Notice 7220 of 30 Mar 1966. The amendment will be incorporated as paragraph M 4413 in the *Joint Travel Regulations*.

• **ADVANCEMENT EXAMS**—Here is the schedule for the next Navy-wide examinations for advancement in rating (Series 41):

Pay grade E-4 (petty officer, third class):

Tuesday, 2 Aug 1966

Pay grade E-5 (petty officer, second class):

Thursday, 4 Aug 1966

Pay grade E-6 (petty officer, first class):

Tuesday, 9 Aug 1966

Pay grade E-7 (chief petty officer):

Thursday, 11 Aug 1966

If you intend taking one of these exams, there are a few points which you should note when preparing your NavPers 624 worksheet and NavPers 624 card.

• **Series Number**—Write the number 41 in the upper left-hand corner

of your NavPers 624 card. Do this with a grease pencil or other heavy writing instrument.

• **SNDL (Official Duty Station) Mailing Address**—This should appear in block 17. Be sure you have included it.

• **Signature**—Your NavPers 624 card is no good if it doesn't have your signature and the signature of your commanding officer or his representative.

Generally speaking, the requirements governing service in pay grade outlined in BuPers Inst 1430. 7D and Article C-7204 of the *Bu-Pers Manual* apply to the examinations this August. There are, however, some modifications.

Navymen who enlisted after broken service in a lower pay grade than held at the time of discharge may take the advancement exam only for the next higher grade in the rating they held when discharged or released to inactive duty. Re-establishing their service in pay grade is not necessary.

They may not, however, take credit for time previously served in their present or a higher pay grade. The service in the pay grade held during their current enlistment should be shown in block 10 of the NavPers 624 card and "BNP 1418 Waiver" should be marked in grease pencil in the card's upper right-hand corner.

If you are especially well qualified in any construction rating or are a BM, QM, EN, SK, BT, RD, MR, SM, DC, RM, or SF and are recommended by your commanding officer, you may be able to compete for advancement in the following pay grades if you have the specified service:

• For advancement to pay grade E-5—six months in pay grade E-4.

• For advancement to pay grade E-6—12 months in pay grade E-5.

Fleet Reservists recalled to active duty may credit their service in the pay grade in which they served in their present rate while they were in the Fleet Reserve. This will be used in their block 10 multiple computation.

Naval Reservists serving on active duty for 150 days or less may not take the advancement examination. The advancement procedures for these Navymen are the same as for those on inactive duty.

If you have a new service number with a letter prefix, don't punch out the first column set aside for

## THE WORD (cont.)

service number on your examination answer card (NavPers 624-1 and 624-2). Instead, write the letter prefix in the space provided above the service number columns on both answer cards.

Before Air Controlmen can compete in advancement exams, they must have either an FAA Form ACA-578A or FAA Form ACA-1710 as well as a Class II Medical Certificate, unless they are overseas or in a ship. In such cases, their commanding officer may request a waiver if FAA examination facilities aren't available.

Navymen who have requested conversion to the AS rating under BuPers Notice 1440 of 28 Feb 1966 will take the advancement examination in their present rating. If they pass the exam and are advanced and then selected for conversion, their advancement will be in the AS rating.

Navymen in pay grade E-6 who intend applying for the Warrant Officer Program between 1 Jul 1966 and 30 Jun 1967, must participate in the series 41 exams for advancement to pay grade E-7.

Those who are participating in the E-7 examination exclusively for the purpose of establishing eligibility for the Warrant Officer Program, should write "WO Candidate" in grease pencil on the lower left-hand corner of their NavPers 624 card. This should be done, of course, only if they don't have enough service in pay grade E-6 to participate in the examination for advancement to E-7.

Complete information on the Series 41 advancement in rating examinations including items of interest principally to administrative personnel may be found in BuPers Notice 1418 of 25 Apr 1966.

• **BAG INSPECTION**—From now on, only Navymen in pay grades E-1 through E-4 will have to sweat bag inspection. Men in pay grades E-5 and above were relieved of this requirement following a recommendation made by the Secretary of the Navy's Task Force on Personnel Retention.

The recommendation was approved by SecNav and the change in the *U. S. Navy Uniform Regulations* was reported in BuPers Notice 1020 of 11 Apr 1966. See also the May issue of *ALL HANDS* containing a roundup on SecNav Task Force Recommendations.

• **DUTY PREFERENCE**—There have been a few relatively minor changes in regulations governing preferred duty for Navy veterans of Vietnam. This is how the picture looks now.

Hospital and dental technicians who serve a full rotation tour including deployment to Vietnam with combat forces of the Fleet Marine Force Pacific, as well as other enlisted Navymen who have spent at least 12 consecutive months in Vietnam or its contiguous waters, will receive every consideration possible on being ordered to their next assignment.

If CINCPACFLT rules that you fall into one of these categories and are eligible for shore duty, you will be given first choice of available shore billets in CONUS or at a preferred overseas shore station. If your preference is a sea extension, that, too, can be arranged provided a billet is available.

Those who aren't eligible for shore duty will be assigned to sea duty in either Fleet of their choice provided men asking for Atlantic Fleet sea duty have at least 12 months of obligated service remaining.

Because a considerable number of Vietnam veterans will be eligible for special consideration, it may not be possible to comply with every request for specific sea duty or home ports, but every effort will be made to meet your preference.

Here's what will happen. Your Rotation Data Card (NavPers 767) will be sent directly to the Chief of Naval Personnel. Be sure you have completed all blocks of the card and that you have not listed a duty preference more than once. Your card should be received in Washington six months before your tour of duty is ended.

If your first choice is preferred overseas shore duty, you should also indicate shore or sea duty preference, whichever is applicable, in

Block 11 of the Rotation Data Card. If there is any doubt as to whether you are qualified, the answer can be checked out in Chapter Six of the *Enlisted Transfer Manual*.

When you complete your tour in Vietnam, you will, under normal circumstances, be authorized 30 days' leave en route to your new duty station. Under present rules, you won't be reassigned to duty in Vietnam within three years unless you request it.

If you want to extend your tour in Vietnam in 12-month increments, you can do that, too. The maximum tour allowable, however, is three years and you should get your request in at least four months before your tour ends.

If you've spent 12 consecutive months in Vietnam, but aren't eligible for Seavey, you won't be assigned to a deployed unit or one that is scheduled to deploy within three months of your reporting date unless the Chief of Naval Personnel approves the transfer. Orders will not be canceled, however, because of unanticipated schedule changes made after orders are issued.

Complete details on preferred duty for enlisted men completing tours in Vietnam can be found in BuPers Notice 1306 of 5 May 1966.

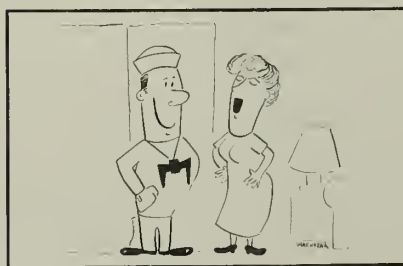
• **TAX FREE AIR TRAVEL**—Military personnel arriving in the continental United States from overseas can now save five per cent on the cost of a commercial airline ticket for continued travel within the U. S.

The savings result from a tax exemption recently authorized by Congress (Public Law 89-44). There are stipulations, of course. The military traveler must:

- Be in a leave status;
- Arrive from overseas in a Military Airlift Command (MAC) aircraft;
- Land at either McGuire AFB, Travis AFB, Charleston AFB, or NAS Norfolk; and
- Purchase his commercial ticket within six hours of his arrival.

It should be noted that the tax exemption applies equally to the military standby fares (half-price), and also when the traveler's domestic destination is Hawaii or Alaska.

To prevent any difficulty or misunderstanding regarding the time of arrival in CONUS, tickets should be purchased at the Joint Airline Military Traffic Office (JAMTO) located in each MAC terminal.



"We will soon hear the swagger of little feet."



# THE BULLETIN BOARD

## Here's Chance for Reservists and Inductees to Go Regular

**H**ERE is an opportunity to join the in-group. It applies to Naval Reservists and inductees (USN-S) who are fulfilling active service obligations or who were voluntarily recalled to active duty for general assignment under BuPers Inst 1300.28 series.

If you fall into one of these groups, you may choose between enlisting in the Regular Navy or continuing on active duty as a Naval Reservist.

To enlist in the U.S. Navy, rate for rate, Naval Reserve personnel inductees must be serving on full-time active duty with the Regular Navy.

Other requirements specify that they must be U.S. citizens or immigrant aliens who can prove they intend to become citizens. They must also be recommended and approved for USN enlistment by their commanding officer; be able to complete 20 years of active duty before they become 51 years old; and meet the eligibility requirements given in Article C-1403 of the *BuPers Manual*.

Naval Reservists on active duty with the Regular Navy and inductees USN-S requesting retention beyond their original active obligated service must comply with Article C-1407A of the *Manual*.

Those who have completed less than 21 months of active duty immediately before they request enlistment in the U.S. Navy must enlist for six years. Those who have completed 21 or more months may enlist for either four or six years. Active duty in the TAR program will be counted as qualifying time toward satisfying this service requirement.

Inductees who have an obligation remaining under the Universal Military Training and Service Act must enlist for a period at least equal to their obligation. Their discharge for the purpose of immediate reenlistment in the U.S. Navy or Naval Reserve does not automatically cancel their obligation. Their obligation, however, can be fulfilled by continued USN or USNR service.

Naval Reservists and inductees who qualify and are recommended for enlistment in the Regular Navy or Naval Reserve will enlist at the rate they held when they were discharged.

Naval Reservists serving on active duty for training (ACDUTRA), temporary active duty (TEMACDU) or in the TAR Program must meet requirements other than those outlined for Naval Reserve personnel and inductees serving on full-time active duty for general assignment with the Regular Navy.

ACDUTRA and TEMACDU Navymen may volunteer for recall under the provisions of BuPers Inst 1300.28 series.

TARs, regardless of their rate or rating, must submit a request through channels for at least 24 months' duty for general assignment to the Chief of Naval Personnel (Pers-B2233). They must first, however, have completed at least one year of continuous active duty in the TAR Program.

TARs who want to be retained on

active duty in the TAR Program must request retention according to the directives in effect when the request is made.

Those who are permitted to enlist in the Regular Navy or to be retained on active duty with the Regular Navy or the TAR Program must satisfy their commanding officer that they are fully qualified for enlistment or retention and that they can perform the broad duties of the particular rate in which they will be enlisted or will be retained.

TARs who want to remain in the TAR Program, may enlist for four or six years. Four years are recommended for surface TARs since authorized tours are for four years, and maintaining a direct relationship between the expiration date of enlistment and the expiration date of active obligated service is highly desirable.

Complete details concerning enlistment of Naval Reservists and inductees in the Regular Navy and retention on active duty as a Naval Reservist are in BuPers Inst 1130.41.

### A Wide-Open Career If Your Rate Is Here

Here is a list of all rates in which Reservists who do not have an active duty obligation may volunteer for recall to active duty without adversely affecting their advancement and career opportunities:

|       |     |      |      |     |      |      |      |     |      |
|-------|-----|------|------|-----|------|------|------|-----|------|
| STC   | ST1 | ST2  | ST3* | PMC | PM1  | PM2  | PM3  |     | AC3  |
|       | QM1 | QM2  | QM3  |     | DC1  | DC2  | DC3  |     | AE3  |
|       |     | RD2  | RD3  |     | EN1  | EN2  | EN3  |     | AG3  |
|       |     | SM2  | SM3  |     |      | MM2  | MM3  |     | AME3 |
|       |     | BM2  | BM3  |     |      | BT2  | BT3  |     | AMH3 |
| FTC   | FT1 | FT2  | FT3* |     | IC2  | IC3  |      |     | PR3  |
|       |     | GMG2 | GMG3 |     | SFM2 | SFM3 |      |     | TD3  |
|       |     |      | GMM3 |     | SFP2 | SFP3 |      | PTC | PT3  |
|       |     |      | GMT3 |     | EM2  | EM3  |      | AXC | AX2  |
|       |     |      | TM3  | EAC | EA1  | EA2  | EA3* |     | PH2  |
|       |     |      | MN3  | EOC | EO1  | EO2  | EO3* |     | PH3  |
| ETC   | ET1 | ET2  | ET3* | BUC | BU1  | BU2  | BU3* | HMC | HM1  |
| DSC   | DS1 | DS2  | DS3  | CEC | CE1  | CE2  | CE3* |     | HM2  |
|       |     | OM2  | OM3  | CMC | CM1  | CM2  | CM3* |     | HM3  |
| CTC** | CT1 | CT2  | CT3  | SWC | SW1  | SW2  | SW3* | SN  | SA   |
| MAC   | MA1 | MA2  | MA3  | UTC | UT1  | UT2  | UT3* | FN  | FA   |
|       |     | RM2  | RM3  |     | AQ1  | AQ2  | AQ3* | CN  | CP   |
|       |     |      | CYN3 |     |      | ABE2 | ABE3 | AN  | AA   |
|       |     | YN2  | YN3  |     |      | AT2  | AT3* | TN  | TA   |
|       |     | SK2  | SK3  |     |      |      | ADJ3 |     | TR   |
|       |     | CS2  | CS3  |     |      |      | AO3  |     |      |

\*\*Excludes A & O Branches at E-7 level only

\* Includes service ratings.

# Changes in Navy VR Bonus Program Make It Better Than Ever

**V**RB OPPORTUNITY IS BETTER than ever. When the Navy began paying the variable reenlistment bonus last January, 24 ratings and one NEC were included on the eligibility list. Recent changes have boosted the total to 42.

Not only has the range of ratings been widened. Many ratings have been moved up to higher multiples. This latest listing (BuPers Inst. 1133.18A) shows six ratings in the multiple four bracket, as compared to two on the original list. The multiple three bracket, which previously included seven, now has 12 ratings. There are now 19 ratings which qualify for multiple two VRB, compared to five last January. The lowest category, which was originally the largest with 10 ratings and one NEC, now includes only five ratings.

In short, not only are more men eligible for VRB—the average payment is greater.

During its first few months of operation the VRB program proved its worth. As is common with new programs, however, there was some confusion in the Fleet on several points. As a result the latest VRB instruction clarifies and reemphasizes several points. Here are a few VRB facts to remember:

- Entitlement to VRB exists only in accordance with instructions in effect on the date of reenlistment. Eligibility is not retroactive.

Commissaryman, for example, is included on the new list but was not on the original list. The new list became effective 20 Apr 1966. To receive the extra bonus a commissaryman must reenlist on or *after* the effective date of the new listing. The same principle applies to ratings which have been moved into higher multiple categories by this latest instruction.

- VRB is *not* a substitute for proficiency pay. A Navyman who receives VRB may also receive pro pay, provided he is eligible under current pro pay regulations.

- VRB was created to provide a flexible additional pay incentive to alleviate critical shortages of career personnel in the designated ratings. The list is subject to change and will be changed as ratings included become less critical (which would normally be expected) or on the other

hand as new ratings become critical.

- In accordance with current regulations, reenlistment bonuses may not exceed \$2000. VRB is based on multiples of this bonus (up to a multiple of four) and as a result may not exceed \$8000. Maximum payment, not including pay for unused leave and travel, may therefore not exceed \$10,000 (normal bonus of \$2000 plus \$8000 VRB).

- VRB may be paid only for first reenlistments (or extensions of two years or an aggregate of two years, when a first reenlistment bonus is paid).

- Broken service, or service with another branch of the military does not interfere with the payment of VRB providing the Navyman is eligible for a first reenlistment bonus.

- VRB may, in meritorious cases (subject to the approval of the Secretary of the Navy), be paid in other than yearly installments. It may be paid either in fewer than normal installments or in a lump sum.

It is suggested, however, that Navyman considering such a course of action contact their legal officer for an explanation of the tax picture. In certain cases the VRB may, for tax purposes, be averaged over several years even though it is paid in a lump sum. In other cases it may not.

- Navyman awarded VRB must be qualified in, and normally serving in, the rating on which the bonus is based. The Enlisted Program Plans section of BuPers, however, emphasizes that this requirement is met by Navyman attending service schools or performing local temporary additional duty such as shore patrol.



"Sir, I think you are shooting the masthead light."

Needs of the service is the determinant, and this status is determined by official BuPers orders.

The new VRB instruction, in addition to elaborating on the points above, made several administrative changes and two changes in the eligibility requirements. Originally, to qualify for VRB you were required to have a total of at least 24 months' prior continuous active service and obligate for 72 months including the VRB reenlistment. These requirements have now been lowered to 21 months and 69 months respectively.

Ratings eligible for VRB, as of 20 April, are as follows:

| Rating   | Multiple |
|--|----------|
| Sanar Technician (ST)  | 4        |
| Aviation Fire Control Technician (AQ)                            | 4        |
| Electronics Technician (ET)                                      | 4        |
| Aviation Antisubmarine Warfare Technician (AX)                   | 4        |
| Photographic Intelligenceman (PT)                                | 4        |
| Communications Technician (CT)                                   | 4        |
| Quartermaster (QM)   | 3        |
| Radiaman (RM)  | 3        |
| Radarman (RD)  | 3        |
| Machinist's Mate (MM)  | 3        |
| Engineman (EN)   | 3        |
| Fire Control Technician (FT)                                     | 3        |
| Aviation Electronics Technician (AT)                             | 3        |
| Data Systems Technician (DS)                                     | 3        |
| Electrician's Mate (EM)  | 3        |
| Interior Communications Electrician (IC)                         | 3        |
| Bailerman (BT)   | 3        |
| Machine Accountant (MA)  | 3        |
| Signalman (SM)   | 2        |
| Gunner's Mate Guns (GMG)   | 2        |
| Gunner's Mate Technician (GMT)                                   | 2        |
| Damage Controlman (DC)   | 2        |
| Machinery Repairman (MR)   | 2        |
| Tarpedaman's Mate (TM)   | 2        |
| Aviation Ordnanceman (AO)  | 2        |
| Missile Technician (MT)  | 2        |
| Aviation Electrician (AE)  | 2        |
| Shipfitter (SF)  | 2        |
| Opticalman (OM)  | 2        |
| Builder (BU)   | 2        |
| Engineering Aid (EA)   | 2        |
| Equipment Operator (EO)  | 2        |
| Steelwarker (SW)   | 2        |
| Construction Electrician (CE)                                    | 2        |
| Utilitiesman (UT)  | 2        |
| Construction Mechanic (CM)                                       | 2        |
| Hospital Carpsman (HM) Operating Room Technician (NEC 8483) only | 2        |
| Aviation Structural Mechanic (AM)                                | 1        |
| Patternmaker (PM)  | 1        |
| Aerographer's Mate (AG)  | 1        |
| Starekeeper (SK)   | 1        |
| Commissarymon (CS)   | 1        |



## Changes in Requirements Faced by HMs and DTs Applying for MSC Stripes

Hospital corpsmen and dental technicians who intend to apply for appointment as commissioned officers in the Medical Service Corps in the fiscal year 1967 procurement program are reminded to review BuPers Inst 1120.15C (revised 22 Feb 1966). There have been some changes made.

Candidates are now required to make written application to their commanding officers before 1 August, instead of 1 October, as in previous years. The Officer Selection Battery tests (OSB) must be ordered between 1 and 15 August, and the next OSB test will be administered on 15 Nov 1966. The professional examination will be given in February 1967, instead of in May.

Applicants also are reminded to furnish the Chief of Naval Personnel (B-623) a copy of their request for the OSB, indicating the specialty of their choice.

The sections within the MSC to which appointment may be requested are Supply and Administration, Optometry, Pharmacy, Medical Specialist, and the Medical Allied Sciences Section, which includes 21 specialized categories.

Enlisted personnel applying for an MSC appointment must attain a satisfactory score on the OSB to participate in the professional examination.

The Supply and Administration Section is open to men and women who have served within the HM or DT ratings as first class petty officer or above for at least one year before the date of the professional examination.

This Section offers either permanent or temporary status. For permanent appointment, applicants must be between the ages of 21 and 32 on the date of appointment. Temporary appointees (men only) must be at least 21 and not have reached their 35th birthday as of 1 July of the year in which appointment is made.

Applicants for the Supply and Administration Section must have completed 21 semester hours of work at an accredited college or university or the service-accepted equivalent; or be a high school graduate with a CCT or ARI score of 60 or over; or

have completed three years of high school, with a GCT or ARI score of 60 or better, and have a high school GED score of not lower than the 75th percentile in each area.

For the Optometry, Pharmacy, Medical Specialist, and Medical Allied Sciences sections, baccalaureate degrees are required. However, Regular Navy HMs and DTs, first class petty officer and above, serving in professional specialties related to the Medical Allied Science categories, who, except for the formal degree, meet all the eligibility requirements for appointment in this section, and who have demonstrated outstanding aptitudes for advanced training in an accepted specialty, may be considered for waiver of the degree requirement. Candidates applying under this exception must have completed at least 30 semester hours, applicable to a degree in the specialty applied for, at an accredited college or university.

It must be emphasized that competition in the MSC Inservice Procurement Program is keen, and only highly motivated, well prepared personnel should request consideration.

In applying for a commission under this program, probably the most difficult hurdle you will have to overcome is the OSB. Unless you score relatively high on this examination, which is designed to measure your educational background and ability, you cannot hope to gain a commission in the MSC. Only about half of the applicants taking the OSB score high enough to continue in the program.

For a list of recommended study materials, and for details concerning eligibility requirements within the various sections of the MSC, refer to the Instruction mentioned above.



"One. . ."

## Credit Union Financing Offered for Overseas Autos

The Navy Ship's Store Office and the Navy Federal Credit Union have instituted a program which will permit many naval personnel overseas to buy U. S.-manufactured cars with Navy credit union financing.

Either overseas or stateside delivery is a feature of the arrangement, which also offers substantial savings in the total cost of the automobile.

Navy Exchanges overseas will sell the cars; the Navy Federal Credit Union will finance them.

NFCU auto financing is now available to enlisted personnel serving ashore and in ships homeported outside the United States, its territories, possessions and the Panama Canal Zone. NFCU has been authorized to lend to enlisted personnel overseas since 22 March when the Bureau of Federal Credit Unions, the credit union regulatory agency, approved a revision of NFCU's field of membership.

Previously, NFCU was authorized to lend only to enlisted personnel serving in the Washington, D. C. area at installations without credit unions.

At present, the program of direct factory purchase of cars at Navy Exchanges by personnel stationed overseas is in effect with two U. S. auto manufacturers.

A Navyman will be able to order a car through a Navy Exchange overseas, obtain a NFCU loan application from the Exchange, and arrange financing by mail. If the loan is approved, he will be issued a draft, made payable to him and the auto manufacturer from whom he intends to purchase his car. Under normal circumstances, funds can be in the mail within 24 hours after the Washington, D. C.-based Navy credit union receives the loan application.

All car sales through Navy Exchanges will be direct. Sales mark-ups will be eliminated and Exchange patrons may save up to 20 per cent on the posted price of the car. An additional benefit is low financing charges.

Only personnel serving outside the U. S., Puerto Rico, the Canal Zone and U. S. territories and possessions can take advantage of this new service. Further information will be available at your local Exchange.

# This Is Azores, the Grand Central Station of the Atlantic

**A**BOUT 2200 MILES east of Washington, D. C., and some 750 miles west of Lisbon, lies one of the lesser-known duty stations of the Navy. It is Lajes Field, located on Terceira Island, in the Azores.

Here the Military Airlift Command shuttles mail, supplies and people between the United States and military installations in Europe and Africa. It's something of a Grand Central Station, with as many as 1800 aircraft and 18,000 crew members and passengers passing through in one month.

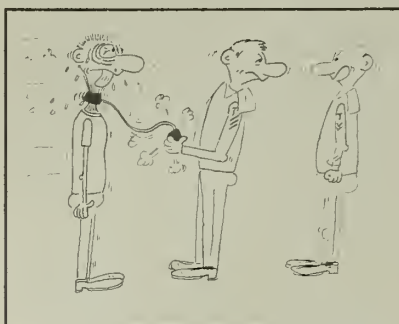
The Army, Air Force and Navy combine their efforts to keep the field in operation and the transportation system running smoothly. The Navy maintains a Naval Air Facility and Naval Security Group Activity as its contribution. Duty here is comparable to that of many of the relatively small, out-of-the-way stations located throughout the world. If you're the type that likes this kind of duty—and many do—read on.

At the time of its establishment in 1957, NAF Lajes was primarily engaged in support of Atlantic Barrier aircraft and provided maintenance, supply and communications to various detachments of Airborne Early Warning squadrons. Shortly after the Atlantic Barrier was discontinued in 1961, Lajes had begun to take on new importance because of its strategic location for ASW work. At present, NAF Lajes provides operational control, maintenance and logistic support for ASW patrol aircraft in addition to routine servicing of Navy and Marine Corps aircraft in transit.

If you have the time and inclination, you'll find that the Azores have, for many years, been of considerable strategic importance. Their whole history, and people, is interesting. Discovered in 1432 by the Portuguese, the islands a few years later became something of a Gibraltar of the Atlantic by means of which they could protect their lines of communication to the newly discovered lands in the west.

There are nine islands in the Azorean Archipelago. Together they occupy an area of 1,581 square miles, about three-fourths the size of Rhode Island.

The islanders like to tell how, dur-



"For the last time, Clagget, blood pressure is taken on the arm!"

ing the period in which Portugal became a vassal of Spain during the late 16th century, the people of Terceira (the island on which Lajes is located) refused to accept Spanish rule. They had fought bitterly for two years when the Spaniards made an amphibious landing with 2000 men in heavy armor on one of Terceira's beaches. The islanders were badly outnumbered. However, just as the Spaniards landed on the beach, the Portuguese turned loose a large number of wild bulls which drove the Spaniards into the sea. Nearly 1500, say the islanders today, were drowned. And that was the end of that amphibious operation. The islands are still Portuguese. It is through the courtesy of the Republic of Portugal, a sister member of the North Atlantic Treaty Organization, that the U. S. forces are in Azores.

The climate is just about what you would expect of a group of islands located in mid-Atlantic.

In general, the summer season extends from June through September and is characterized by warm sunny days, cool evenings and occasional high winds or rain showers. Temperatures range between 65 and 85 degrees.

The rest of the year is much different. There will be weeks of strong winds, frequent rains and predominant cloudiness. Winds frequently reach gale force, with driving rains. Then the weather breaks with short periods of pleasant sunny days. However, the high humidity and strong winds make the winter temperatures—which are really quite mild, ranging from 45 to 65 degrees—seem much colder than they actually are.

**Authorized Travel**—When assigned to Lajes, you will normally serve a 24-month tour if you are joined by your dependents. Concurrent travel is not authorized (check *Joint Travel Regulations* concerning instructions on concurrent travel) and request for travel is usually made after you have arrived and found housing for your family. Your dependents will be told by BuPers where and when to report for transportation after entry approval has been given.

Each member of your family must have a passport containing the annotation that they are dependents of military personnel at Lajes Field in the Azores. Make sure that their passport contains this information before leaving the port of embarkation. You are also reminded that the inside cover of the passport must be completed and the proper signature written on page 2.

All new arrivals and sponsors must clear through the International Police Department before leaving the terminal building at Lajes. Dependents are also required to clear through the Personal Affairs Office within 72 hours after arrival.

It is the responsibility of the traffic section at the port of embarkation to help you in any questions you may have regarding passport matters and to insure that the passports for you and your family are properly filled out. Separate passports should be obtained for each dependent.

If your dependents are not authorized dependent travel (if you are an E-4 with less than four years' service, or are in a TDY status), you are cautioned against bringing them to Lajes in a tourist status. Subsistence on the local economy is below standard and inconvenient, and they may meet with real hardships. In addition, the Portuguese government will grant a visa for only 90 days. You will only make problems for yourself.

## Housing

BOQs are available for unaccompanied officers, petty officers and civilians. The day rooms are well equipped and provide TV, writing tables and lounge furniture.

As a rule, one officer is assigned to each room in the BOQ, which is furnished with desk, chairs, officer type bed, chest of drawers, rug,



lamps, drapes and bedspread.

A BOQ for petty officers is available to the top five enlisted grades. E-9s, E-8s and E-7s are normally assigned one to a room. E-6s and E-5s are assigned two to a room. The furnishings are approximately the same as in the officer BOQs.

Accommodations for lower grades and those waiting assignment to the petty officer BOQs consist of dormitory type barracks.

**Government Owned Family Quarters**—Eligibility is determined by rank or rate. Electric power is standard 110 volts, 60 cycles. The quarters are equipped with basic items of furniture such as electric stove, refrigerator, washer-dryer, bedroom, living room, kitchen and dining room furniture.

**Privately Owned Housing**—The privately owned housing consists of two categories of cottages:

- 120 units are of trailer type, ranging in price from \$200 to \$1500. They are sold under a waiting list procedure which is controlled by the Base Housing Office. Family size is a factor considered in their assignment. Their sale is governed by regulations and only eligible personnel may purchase them.

- 114 units ranging in price from \$2000 to \$10,000. These are mostly of masonry construction. The sale of these cottages is an individual matter between the buyer and seller. However, each cottage is appraised regularly by an appraisal committee and can only be sold at or below an established price. Agreements for sale and bills of sale are handled by the Legal Office.

Electrical power is 110 volts, 60 cycles, and most electrical appliances, including hot water heaters can be used; 220-volt current is obtainable for electric range and dryer. Utilities are furnished by the base at nominal rates.

**Private Rental Housing**—Private rentals are located in the town of Praia de Vitoria and on the main roads between that town and the station. These are rented from local owners. A station waiting list is maintained and the average waiting period is about 26 weeks. Advance standing on the rental list may be granted men coming to this area directly from sea duty entailing considerable separation from dependents or from duty in certain areas.

These rental units are of native

masonry construction and generally consist of four small rooms and bath. Most units rent from \$30 to \$60 per month.

Water and sewage systems are poor compared to American standards.

Most of these rentals depend upon local electrical power which is 220 volts, 50 cycles, and therefore require a transformer to reduce the voltage to 110. The transformer is furnished by the landlord at no additional cost. Be prepared to provide your own hot water heater and space heater. These usually can be purchased from the former tenant. Although kerosene and diesel fuel are used mostly for heating, many families use apartment size butane space heaters. The use of butane stoves for cooking is also more popular than ranges fed by kerosene/diesel fuel, but the cost is somewhat higher.

**Furniture and Other Furnishings**—The 2000-pound weight limitation is in effect at this station. Government furniture includes washers, dryers

and stoves. All quarters, including rental and privately owned homes, are government furnished.

As concurrent travel of dependents is not authorized, it is advisable to wait until you find housing and determine household items needed before making shipping plans. Regardless of where you may live, you will normally want to ship your own household linens and blankets, all equipment for infants and small children, small electrical appliances, curtains and/or drapes, throw rugs, kitchen utensils, dishes, silverware, and small items of home decoration, such as pictures and decorative bric-a-brac. A sewing machine is recommended. Local seamstresses are available at economical rates. Expensive rugs are not recommended. Inexpensive rugs of cotton or fiber will be more suitable.

**Automobiles**—Privately owned motor vehicles may be shipped. Local taxes are not imposed on vehicles owned by U. S. personnel, and registration with the Portuguese

## HOW DID IT START

### First Shipboard Landing

Perhaps the most significant date in the history of naval aviation is 18 Jan 1911—the day an aircraft first landed on a ship.

Fifty-five years have gone by since Eugene B. Ely, a civilian exhibition pilot, guided his light, single-engine biplane onto the temporary flight deck of the armored cruiser USS *Pennsylvania* in San Francisco Bay.

Ely's landing completed the cycle he had started a little over two months earlier, in Hampton Roads, Va., when he took off from the deck of the cruiser USS *Birmingham*. These two events demonstrated the feasibility of carrier aviation.

The landing aboard *Pennsylvania* was performed under conditions best described as unsophisticated.

In preparation the ship had gone to Mare Island, where a wooden deck had been rigged above the main deck from stern to superstructure.

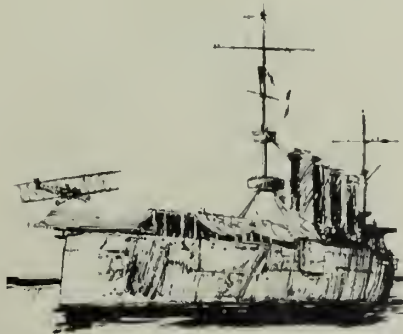
Twenty-two lines stretched across the platform about four inches off the deck provided a simple arresting gear. Fifty-pound sandbags at each end of the lines supplied the necessary drag to stop the aircraft.

Three hooks were affixed to the aircraft's underbelly to snag the arresting lines. Just in case they failed, a canvas barricade was strung across the end of the platform.

Ely wore a life preserver consisting of a bicycle inner tube around his chest, and several swimmers stood by on the ship ready to haul him out of the water in the event of a mishap.

Shortly before eleven that morning Ely took off from a nearby airfield, and a few minutes later the aircraft appeared over San Francisco Bay. A short turn to the left pointed the plane up the ship's deck and in a few seconds the wheels touched down. The hooks caught several of the arresting lines and the plane slowed to a stop within 30 feet.

*Pennsylvania* crewmen picked up the light plane by hand, turned it around and cleared the deck for takeoff. Fifty-seven minutes after landing, Ely was again airborne, having proved the theory that aircraft could use a ship's deck for an airfield.



authorities is not required; however, autos are subject to a semiannual inspection by the local command. Seat belts are required.

Large automobiles are not recommended for driving off station due to narrow roads which are below U. S. standards both in repair and construction. Be sure brakes are in good condition. This is a hilly country.

Liability insurance is required and may be purchased locally. Automotive parts and accessories are available at the exchange service station and include electrical, brake, oil filters, repair kits, tires, tubes, lubricants, and windshield wipers and blades. Automobile repair and service, including body work, painting, and complete engine overhaul is available. U. S. gasoline and oil may be bought at the service station for approximately \$.13 per gallon and oil for \$.25 per quart.

**Clothing—Military** — Summer or winter uniform is optional throughout the year, except on the following occasions:

- Formal military formations, such as parades and inspections, but not routine formations.
- Social, ceremonial and other protocol events of an official nature, when the wearing of uniforms is prescribed.
- Personnel on duty involving contacts with the public, such as OD, guards and messengers.

During these times, the winter uniform will be the prescribed uniform from 1 November through 30 April, and the summer uniform from 1 May through 31 October.

Civilian clothing may be worn while off duty, both on or off the station.

**Clothing—Dependents** — Emphasis is placed on conventional informality in dress. However, remember the conservative traditions of the Portuguese and ask your wife to use discretion.

A winter coat is needed during the winter season, and sweaters and skirts or similar attire may be worn at night the year round as it is often cool, even in the summer season. Furs, suede, and leather clothing are not recommended as such items are susceptible to mold. Head scarves are commonly worn because of the high winds. Hats, however, are worn at certain social functions at the clubs. Each member of the family

should have comfortable walking shoes, waterproof raincoats, and overshoes. These items are difficult to obtain locally and should be purchased before leaving the United States.

Women are permitted to wear slacks, but shorts (including Bermuda shorts) and jeans are restricted to living quarters. Both formal and cocktail dresses are worn for social events. Seamstresses are available at economical rates and materials may be purchased locally, though selection and quality are limited. It is advisable either to order through the mail or bring with you a supply of yard goods from the United States for dresses, draperies and children's clothes.

## Facilities

**Hospital**—The 1605th USAF hospital is a modern, attractive, and well-equipped 25-bed medical facility. It has been accredited by the Joint Committee on the Accreditation of Hospitals. Specialty care is normally available. Patients requiring care beyond the local professional capability are air evacuated to hospitals in Spain, Germany, or in the continental United States.

Your family should complete all possible dental work before arrival, as the extent of care provided will depend upon the number of available dental officers and supporting staff.

**Chapel Services and Activities**—Religious services for Catholic, Episcopal, Church of Christ, Baptist, and Latter Day Saints are held each week. There are three Catholic masses and one general Protestant service each Sunday. There is a

Jewish service on the last Friday of each month as well as on special Holy Days.

**Dependents' Schools**—School facilities include kindergarten, elementary, and high schools. Teachers are trained in the United States and therefore use standards established in the U. S. school systems. Bus service is provided for children who live off the station. Bring transcripts of credits, as well as information regarding your children's aptitudes and educational levels.

**Adult Education** — Off-duty classes are offered by the Azores branch of the University of Maryland. A limited curriculum of college courses is offered to military personnel, and dependents may enroll on a space available basis. The University of Maryland is an accredited institution, and academic credits are transferable. The United States Armed Forces Institute (USAFI) testing service, and registration in correspondence and group study courses are provided for military personnel. Also, the Extension Course Institute program is available to military personnel and civilians employed by the government.

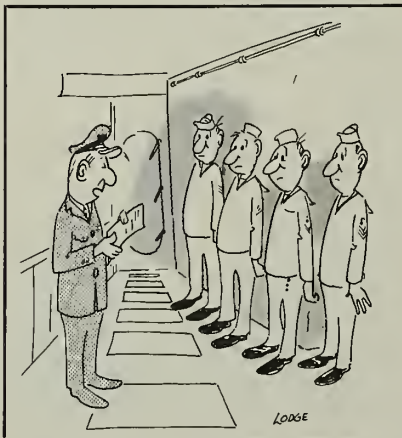
**Station Exchange** — A variety of merchandise and services is available at the main store and other shops of the Station Exchange. A selection of ready-to-wear clothing is available but from time to time not available in all sizes.

**Commissary**—The station commissary carries an ample supply of staple commodities. As varieties in foodstuffs are limited, occasionally essential items are scarce for short periods of time. Prices are comparable to those in U. S. commissaries.

There is always an adequate supply of meat, with locally purchased beef supplementing frozen meat shipped from the States. Pasteurized milk and other dairy products are supplied by the dairy off station, and baked goods from the station bakery may be bought. All locally produced foodstuffs sold on the station are inspected by the station veterinarian.

Consumption of food from other than approved sources, unless it can be peeled or shelled, may lead to illness, and is discouraged by current station regulations.

**Eating**—Facilities for eating include the Airmen's consolidated dining hall, and a snack bar close to the Station Exchange which is open 24



"And all liberty is canceled until morale improves."



hours. The snack bar serves light snacks, short orders, and hot meals. Other facilities are the Officers' Open Mess, the NCO Mess, and Airmen's Club. Restaurants off station are generally not recommended.

**Transportation**—Shuttle bus service covering the station proper operates daily, and commercial bus service is available to various points on the island. Commercial taxi service is available to all points on the island. Military taxi service is available on a 24-hour basis for official business.

### Recreation

**Hunting**—Small game hunting (quail, rock pigeon, and rabbit) is very good on Terceira. Licenses may be obtained in the town of Praia. The Terceira Island Rod and Gun Club is an active organization with a current membership of about 250 Americans and Portuguese. A trap and skeet range, located on the base, is available to club members. The club sponsors frequent events such as trap shoots, rifle and pistol contests, etc.

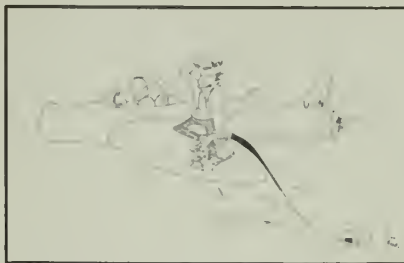
**Golf Course**—An 18-hole golf course is located approximately 10 miles from the station. It is open to all military and civilian personnel and their guests. The course is playable all year. A variety of golfing equipment is available at reduced prices. Club membership is available at \$4.00 for single and \$5.00 for family.

**Bowling Alley**—A 10-lane bowling alley has recently been renovated and decorated with the addition of a snack bar. All alleys are reserved for league bowling Monday thru Friday with open bowling on weekends. A separate four-lane youth bowling alley is provided.

**Gymnasium**—The station gymnasium offers facilities for various sports including handball, badminton, basketball, volleyball, weight-lifting, squash, boxing, and wrestling. It is the center of the station athletic and physical conditioning program.

**Hobby Shop**—Hobby shops are operated for wood, leather, ceramics, photo and auto hobbyists. Supplies are obtained on the local market and from the shops themselves. Limited automobile repair equipment is available. A newly equipped eight-stall auto hobby shop has been recently built.

**Domestic Help**—To obtain domestic help for either full or part time



"Sir, better turn around—I'm about out of hose."

work it is necessary that you contract this type of help through the Domestic Employment Unit, Central Civilian Personnel Office.

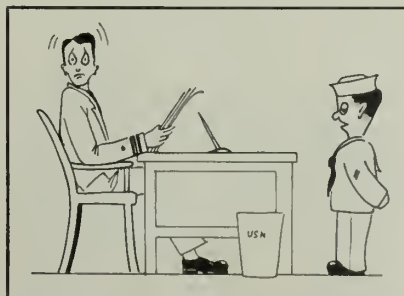
Maids for general housework can be employed on a daily basis of eight hours, at the prevailing rate, plus one meal and cost of transportation used. Maids hired by the month will be furnished three meals per day and cost of transportation. Maids who live in must be hired by the month.

Seamstresses and house boys may also be employed. Any overtime performed by the above will be computed at one and a half times the hourly rate. When an employee is required to work overtime, an additional meal should be furnished.

### Three Ratings Given Chance To Pin on That Dolphin

If you are a yeoman, commissaryman or radioman in pay grade E-4 or below, and would like to break into the submarine Navy, you now have an opportunity to do so.

The first step is to apply to EPDOLANT for submarine duty via an intra-fleet transfer on Form NavPers 1339. You must then comply with the requirements given in Chapter 10 of the *Enlisted Transfer Manual* and be willing to obligate yourself to serve for 24 months (unless you



"Yes, sir, I mailed them . . . at the lost mail buoy we passed."

are eligible for Seavey when you must agree to extend your sea tour for 18 months).

You will be examined physically at your parent activity and will be given a pressure test as soon as possible, but not necessarily before your NavPers 1339 is forwarded.

Your commanding officer will enclose a report of medical examination (Standard Form 88) with NavPers 1339 and certify that you are physically qualified for submarine duty. He will also state whether or not you have been given the pressure test.

If you are found to be eligible for duty with the Silent Service, you can expect early assignment to an operating submarine in the Atlantic Fleet.

You may indicate on your application whether or not you prefer New London, Norfolk, Charleston or Key West as a home port.

Yeoman applicant's must eventually qualify for a top secret security clearance. Unreliability and emotional instability, indicated by poor records, excessive indebtedness or marital problems, may be disqualifying factors.

### COs May Promote Warrants After Two Years' Service

Warrant officers (W-1) are now eligible to receive temporary appointment to chief warrant officer (W-2), after two years' service as W-1, via a blanket promotion authorization by SecNav.

Such appointments may be made by the commanding officer of the W-1, who will decide if he is professionally, morally, and physically qualified for promotion.

Furthermore, those W-1's who are appointed from pay grades E-8 and E-9 during the period 1 Jul 1965 to 30 Jun 1968, will be required to serve only one year as W-1, before promotion to W-2.

Formerly, W-1's were chosen for promotion by a selection board, which met well in advance of the officer's promotion, and which often had only one fitness report on which to base its decision. Now, the commanding officer can personally observe the officer's performance until the day before his date of promotion to determine his qualifications.

See SecNav Inst 1412.7 for details.

## Navymen May Accept Foreign Honors for Vietnam Service

A recent instruction clarifies the regulations which allow Navymen to accept personal decorations tendered by certain foreign nations for service in Vietnam.

Authority to accept such awards was granted by Congress last year. It covers any decoration, order or emblem normally conferred upon members of its own military forces by the Government of the Republic of Vietnam. Also, awards may be accepted from other foreign governments whose personnel have served in the Republic on or after 1 Mar 1961 in support of that country's cause.

When a personal award is offered, the commanding officer of the individual cited will review the circumstances, insofar as possible, to insure that the act or service for which the award is offered merits recognition.

Only one foreign decoration may be accepted for a particular act, achievement or service, with one exception. When a decoration for a specific act has been awarded, this does not rule out acceptance of a later decoration if it is based on a "period of service," even though the act previously cited occurred during that period.

An appropriate entry should be made in an individual's service record upon acceptance of a foreign decoration. The wearing of foreign decorations must be in accordance with SecNav Inst P1650.1C, "Navy and Marine Corps Awards Manual," chapter six.

Where foreign service awards are concerned, as differentiated from awards and decorations for outstanding personal actions or accomplishments, they must be submitted to the Secretary of the Navy for further referral to the Secretary of Defense for approval.

Information on this subject is contained in SecNav Inst 1650.23.

## Here's List of Vietnam Medals That May Be Accepted

A list of Republic of Vietnam awards which Navymen may accept and wear has been published. As previously announced in SecNav Inst 1650.23, personal decorations tendered by certain foreign nations for service in Vietnam may be accepted and

worn by U. S. Navymen.

The authority covers any decoration, order or emblem normally conferred upon members of its own military forces by the Government of the Republic of Vietnam. Also, awards may be accepted from other foreign governments whose personnel have served in the Republic on or after 1 Mar 1961 in support of that country's cause.

The awards which are conferred by the Republic of Vietnam upon members of its own armed forces are:

### Vietnamese Medals

National Order Medal  
Army Distinguished Service Medal  
Air Force Distinguished Service Medal  
Navy Distinguished Service Medal  
Military Merit Medal  
Army Medal for Meritorious Service  
Navy Medal for Meritorious Service  
Air Force Medal for Meritorious Service  
Special Service Medal  
Gallantry Cross  
Air Gallantry Medal  
Navy Gallantry Medal  
Hazardous Service Medal  
Life Saving Medal  
Staff Service Medal  
Training Service Medal  
Technical Service Medal  
Civil Service Medal  
Air Force North Expeditionary Medal  
Medal of Sacrifice  
Kim Khanh Medal  
Chuang My Medal

The following Vietnamese decorations do not fall within the provisions of present authority since they are awarded only to foreigners, and therefore may not be retained.

Medal of Honor First Class  
Medal of Honor Second Class

These decorations may be accepted by the recipients, but they, along with all appurtenances and original documents, must be forwarded immediately to the Chief of Naval Personnel for approval by Congress.

Likewise, foreign service awards, as differentiated from awards and decorations for outstanding personal actions or accomplishments, must be submitted to the Secretary of the Navy for further referral to the Secretary of Defense for approval. Foreign decorations awarded to personnel serving with the Military Assistance Program are governed by current regulations contained in the *Navy and Marine Corps Awards Manual*, SecNav Inst P1650.1C.

Further details concerning acceptance of foreign awards for service in Vietnam are contained in SecNav Inst 1650.23 and 1650.23A.

## National Defense Service Medal Awards to be Resumed

Members of the active duty U. S. armed forces are once again being awarded the National Defense Service Medal, in recognition of honorable service during a period of unusual military commitments.

The medal was originally awarded to all members of the armed forces who served on active duty any time between 27 Jun 1950 and 27 Jul 1954. Eligibility has been reinstated for members of all services who have served honorably on active duty since 31 Dec 1960. No terminal date has been set.

Those who are NOT considered as satisfying the active duty requirements are the following:

- Naval Reserve personnel on short tours of active duty to fulfill training obligations under an inactive duty training program;
- Any person on temporary active duty to serve on a board, court, commission or like organization;
- Any person on active duty for the sole purpose of undergoing a physical examination; or
- Any person on active duty for purposes other than for extended active duty.

These limitations do not, however, apply to any member who, after 31 Dec 1960, becomes eligible for the award of the Armed Forces Expeditionary Medal or the Vietnam Service medal under standing regulations. Such a person shall be considered to be performing active service for the purpose of eligibility for the National Defense Service Medal.

A second award is earned if you qualified for the medal during the 27 Jun 1950 through 27 Jul 1954 period. You are entitled to wear the Bronze Star device on the suspension ribbon of the medal and on the ribbon bar, denoting the second award.

The National Defense Service Medal is not available for distribution at this time. When an adequate supply is available, information will be published concerning the method of procurement. Meanwhile, eligible personnel may purchase and wear the ribbon bar of the medal and they may also attach the Bronze Star for a second award, if they are qualified for it.

Commanding officers are reminded to make appropriate entries in



service records concerning eligibility for the medal or Bronze Star indicative of the second award. SecNav Note 1650 of May 1966 is the authority.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

### Alnavs

No. 22—Announced approval by the Secretary of the Navy of the report of the selection board which recommended USN chief warrant officers for promotion.

No. 23—Authorized use of old DD forms 1351 until new forms are received.

No. 24—Announced activation of Naval Material Command as of 1 May 1966.

No. 25—Requested information concerning consumer and lender complaints for the month of May.

No. 26—Announced convening of fiscal year 1967 selection boards to recommend officers in the grade of captain on active duty, except TARs, for promotion to the grade of rear admiral.

No. 27—Discussed the status of the U.S. Savings Bond campaign in the Navy.

No. 28—Quoted the letter from the Secretary of the Navy to the president of the fiscal year 1967 flag selection board, concerning the Secretary's views on selection of flag officers.

### Notices

No. 1306 (5 May)—Discussed additional procedures for assigning enlisted personnel completing tours in Vietnam and provided for implementation of Alnav 15.

No. 1520 (6 May)—Announced the temporary reduction in assignments to service colleges and postgraduate schools.

No. 1421 (11 May)—Announced authority effecting temporary promotions to commander, lieutenant commander and lieutenant.

## List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Do Not Disturb* (C) (WS): Comedy; Doris Day, Rod Taylor.

*Die, Monster, Die* (C) (WS): Melodrama; Nick Adams, Boris Karloff.

*A Thousand Clowns*: Comedy Drama; Jason Robards, Barbara Harris.

*The Alphabet Murders*: Mystery Drama; Tony Randall, Anita Ekberg.

*7 Women* (C) (WS): Drama; Ann Bancroft, Sue Lyon.

*The Ghost and Mr. Chicken* (C)

(WS): Comedy; Don Knotts, Joan Stanley.

*Trapped by Fear*: Drama; Jean Paul Belmondo, Alexandra Stewart.

*Gibraltar*: Melodrama; Hildegard Neff, Elisa Montes.

*Thunderball* (C) (WS): Melodrama; Sean Connery, Claudine Auger.

*Bunny Lake is Missing* (WS): Drama; Carol Lynley, Keir Dullea.

*The Rider in the Night* (C) (WS): Melodrama; Johan Van Heerden, Brian O'Shaughnessy.

*The Nanny*: Drama; Bette Davis, Wendy Craig.

*Judith* (WS); Drama; Sophia Loren, Jack Hawkins.

*Casanova 70*: Comedy; Marcello Mastroianni, Verni Lisa.

*Spy in Your Eye*: Adventure Drama; Brett Halsey, Dana Andrews.

*River of Evil*: Melodrama; Barbara Rutting, Harold Leipnitz.

## WHAT'S IN A NAME

### A New Life for MCB 40

History perpetually repeats itself. A recent ceremony at the Naval Construction Battalion Center, Davisville, R. I.—home of the Atlantic Fleet Seabees—mirrored almost exactly a situation which occurred in the same location in October 1942, when the 40th Naval Construction Battalion was placed in commission. In February 1966 the 40th was again placed in commission.

This was not an isolated recycling of history as it pertains to the Navy's construction men. Soon after MCB 40's rebirth, another namesake of a famed World War II Seabee outfit—MCB 58—received its colors for the second time. Soon to follow are MCB 62 and MCB 133—also named after outstanding World War II battalions.

Operations in Vietnam are the cause. So when it became apparent that more construction battalions would be needed to cope with operational requirements, it was decided to name them after World War II battalions that estab-

lished outstanding building and fighting records.

MCB 40, for example, distinguished itself in many of the Pacific's hottest spots, island-hopping from Espiritu Santo Island, New Hebrides, in 1943, to Okinawa in 1945, with many operations in between. On Los Negros in the Admiralty Islands the Seabees of MCB 40 fought on the front lines beside an Army unit until enough real estate was secured to build a landing strip.

The battalion was with the first American force to land on the east coast of Okinawa in 1945. The construction men worked day and night to build roads for the heavy flow of military traffic from the beaches to the combat fronts. Then they turned to on Chimu airfield, which was completed in less than two months. During these and other projects, the Seabee camp area was twice wrecked by typhoons. The old 40th departed Okinawa later that year after building the nearest allied airfield to the Japanese home islands. The battalion was decommissioned in November 1945.

Obviously, there is a world of difference between recommissioning a Seabee battalion and recommissioning a ship. A ship will always have its same hull, but the men who form a battalion are dispersed in many directions when their outfit is decommissioned. Does this mean that the new MCB 40 has only the name of its predecessor, and nothing else?

No. Several of the men assigned to the new MCB 40 are sons and grandsons of the men who served in the first 40. They will doubtless keep a tradition alive.



# LETTERS TO THE EDITOR

## Dependent's ID

SIR: According to regulations, advancement in rate is not sufficient cause for the reissue of dependents' identification cards. Such cards, according to BuPers Inst. 1750.5C, should not be reissued solely because of a change in the sponsor's pay grade.

This makes a good deal of SCRAP-type sense in those instances when the rate of the sponsor does not influence the privileges of the dependent. Advancements to certain grades, on the other hand—particularly from E-4 to E-5 and E-6 to E-7—are accompanied by privileges of rate accorded both to the Navyman and the dependent.

If the dependent's ID does not reflect accurately the grade of the sponsoring Navyman, the dependent may, for example, be denied entry to the acey-deucey or the chiefs' club. In such cases perhaps the regulations should be relaxed.—W. R. C., LCDR, USN.

• We thoroughly agree—but the regulations do not need changing. The BuPers Instruction you quote forbids new ID cards when the only (repeat, only) change is the pay grade of the sponsor. Additional privileges constitute an additional consideration. Consequently, in such instances, advancement in rate is not the sole cause and

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

*the issue of a new dependent's ID card is within both the letter and the intent of the Instruction.*

*The provision is meant to reduce paperwork, certainly not the privileges of military dependents.—Ed.*

## Either One, But Not Both

SIR: Our ship was awarded the Armed Forces Expeditionary Medal for Vietnam service in August and September 1964. I have since been transferred to duty with the 7th Marine Regiment as the company corpsman. We landed in Vietnam in August 1965, which should entitle me to the Vietnam Service Medal.

My question is, can I wear both the Armed Forces Expeditionary Medal and the Vietnam Service Medal? If not,

which one? I've been told I can wear just one, but my First Sergeant says both.—J. E. R., HN, USN.

• Sorry, but the Sarge is wrong this time. You can only wear one, although you get your choice.

To amplify: Because your first Vietnam service fell between the dates 1 Jul 1958 and 3 Jul 1965 (inclusive), you are entitled to the Armed Forces Expeditionary Medal for that service. However, when the Vietnam Service Medal was established for service on or after 4 Jul 1965, provision was made for those who earned the AFEM for earlier Vietnam service to elect to receive the Vietnam Service Medal instead.

Your present service entitles you to the Vietnam Service Medal, but you cannot receive both medals, nor can you receive the Vietnam Service Medal more than once.

If you had been awarded the Armed Forces Expeditionary Medal for service performed during the Lebanon crisis, the Cuban interdiction, etc., then you would be entitled to wear both that medal and the Vietnam Service Medal.—Ed.

## LDO Program in FY 1968

SIR: Can you tell me if the LDO program will begin again in fiscal year 1967? I would, in fact, like all the information you can send me on the subject.—R. T. O., W-1, USN.

• At this point, we can only tell you that plans are being made to reinstitute the LDO (Temporary) program in fiscal year 1968. Because the program is still in the planning stage, definite information is not available at this time.

We suggest that you watch future issues of ALL HANDS for announcement of a change to BuPers Inst 1120.18K. This will, we hope, tell you all you will want to know about the program.—Ed.

## Unit Identification Badges

SIR: There has been considerable discussion at our command concerning unit identification badges.

Before 31 Dec 1965, Commander Service Squadron Eight enlisted men were serving on preferred sea duty and the shoulder patch was considered a part of the uniform. On 1 Jan 1966, in accordance with BuPers Notice 1306 of 2 Dec 1965, COMSERVON EIGHT was redesignated Fleet shore duty for Seavey purposes.

We enlisted men are now serving on shore duty while the staff remains a seagoing activity. Do we wear patches?—R. R. A., YN1, USN.



REWARDED—Lieutenant Alan Dunsmore and Julian Phelps, DM1, receive medals for performance, at Fleet Sonar School personnel inspection ceremony.



• You should wear identification patches. Designation as shore duty or Fleet shore duty has no bearing on the question. Enlisted men in afloat commands wear shoulder patches. Yours is an afloat command.

For the official word, see Article 0769 of the "BuPers Manual."—Ed.

### Misplaced Gun Mount

SIR: Would you believe I saw a destroyer with a five-inch gun mount between the stacks, in Newport, R. I., some time ago? I can't convince anyone on the West Coast of this. Is there, or has there ever been, such a ship?—W. A. C., BM1, USN.

• Not to our knowledge. According to the experts in the Naval Ship Systems Command (formerly BuShips), the Navy has no such destroyer or destroyer escort. They suggest that you might have seen a Fletcher-class DD from an angle, or perhaps through the fog, and received the impression that mount 53 was located between the stacks. Some Fletchers have five five-inchers with mount 53 located just aft of the stacks but forward of an after deck house. We, too, would tend to forward this after theory.—Ed.

### Good Duty Can Be Found Anywhere

SIR: Can you give me any information about a coaler called *Neptune*? My father served on board in the early twenties, and that ship is practically all he ever talks about. What was so much about it?—G. L. D., MM3, USN.

• We can't help you on that last question but we'll do what we can on the first—which isn't so much either. Without digging through old deck logs, our information on the collier *USS Neptune* is most sketchy, which we hope will not bring down the wrath of the ship's namesake. Probably your father knows more about her than we do.

*Neptune* was launched on 21 Jan 1911 and commissioned on 20 September of that year. We then pick up her career on 25 May 1917, when she departed Norfolk heading for France with part of the First Aeronautical Detachment embarked. This detachment, which had been split between *Neptune* and *USS Jupiter*, was, according to naval aviation historians, the first U. S. military unit to be sent to Europe in World War I. *Jupiter* arrived in Paulilae, France, on 5 Jun 1917, and *Neptune* pulled into St. Nazaire three days later.

We also know that *Neptune* made a trip to Kingston, Jamaica, in August 1917, with a load of coal for the British Admiralty. Returning to the States, she operated in the Chesapeake Bay area, coaling vessels for the Atlantic Fleet until 3 Oct 1919, when she sailed for the West Coast, calling en route at the



AMERICA'S FIRST—Ensign George W. Thomason (r) is first of rank to qualify as OOD aboard *USS America*. Here he points out plotting information to the members of America's oll-ensign underway watch team during Med operations.

Canal Zone, Nicaragua, and Honduras for visits.

She operated along the West coast between San Diego and Bremerton carrying freight and passengers until 22 Jun 1920. She then returned to the East coast in July.

After that . . . We said it was sketchy. Ask your father or his shipmates to fill in the details. We do know

she was struck from the Navy list 14 May 1930.—Ed.

### Medal Information

SIR: As a civilian, how can I determine which medals and service ribbons I earned as a result of my Navy service during World War II and the Korean conflict?—H. R. M.

• Write to the Military Personnel

OCCASION FOR JOY—Newly advanced crewmen of Pacific destroyer *USS Turner Joy* (DD 951) pose for photograph on deck with their skipper.





VISITING German destroyer sailors were treated to chow aboard USS Wright.

Records Center, General Services Administration, St. Louis, Mo. 63132, Attn: Navy Section. Give your full name, Navy service number and the approximate dates of service. It would also be helpful to list the awards which you believe you have earned. Your record will be checked, and you will be notified by MPRC.—Ed.

#### Oregon's Record Run

SIR: We read with interest the article "From Frigates to Battleships" in your December issue, but we would like to point out an omission in the list of historic ships and naval monuments. USS Oregon (BB 3) does not appear.

During the Spanish-American War, Oregon performed an outstanding feat in U. S. naval history, when she made her record speed run from San Francisco, via the Strait of Magellan, to join in the destruction of the Spanish Fleet off Cuba.

Oregon was moored in Portland harbor as a floating museum until World War II. Eventually the ship was scrapped, but the city government managed to salvage her mast and bow plate which now stand in a special park on the Willamette River front. It is near this spot that Navy ships moor during their annual Rose Festival visit to Portland in June.

Perhaps you could rectify this error of omission.—Allan Gibbons, Oregon Historical Society.

• We agree that Oregon belongs on everybody's list of naval shrines and memorials. Herewith an account of Oregon's beginnings, and her famous 14,700-mile cruise from the Golden Gate to Jupiter Inlet, Fla.

Back in 1890, Congress had appropriated funds for the construction of "three sea-going coast-line" battleships (one to be built on the West Coast), and when finally fitted out, USS Indiana (BB 1), Massachusetts (BB 2), and Oregon (BB 3) had shallow drafts of 24 feet and bristled with heavy armor and rifle batteries. Oregon was launched in October 1893.

On trial runs, twin screws drove the 10,288-ton Oregon along the Pacific Coast at 16.29 knots. Her heavy guns and 18-inch armor belt were impressive, but her construction proved something more. Heavy ships could be built rapid-

**DAVY JONES' VOICE**—Visitors to USS Howard W. Gilmore (AS 16) hear "voice from the deep" as they pass diving suit rigged with speaker.



ly and well on the supposedly remote Pacific shores of the United States.

By 15 Jul 1896, every detail was complete—from the 13-inch gun batteries to the four main and two auxiliary boilers and the 351' 2" Oregon was commissioned, with Captain Henry L. Howison as her first skipper.

Fleet Admiral William Leahy served as a midshipman in Oregon and recalled that she was undergoing repairs at Bremerton Navy Yard when USS Maine (ACR 1) was sunk in Havana Harbor. It was somber news.

On 6 Mar 1898, Oregon received orders to proceed to San Francisco to load ammunition. On 17 Mar Captain Charles E. Clark, USN, assumed command. A few days later, she glided through the Golden Gate with sailing orders for Callao, Peru, and on through the Strait of Magellan to Cuba.

Soon after getting underway, Oregon's engines became intensely hot. The chief engineer was reluctant to take salt water into the boilers, because the ship would not be able to maintain the speed necessary to reach her destination in time.

When the captain explained the situation to his crew, they volunteered to give up their own fresh water so the ship could get to battle. They also gave the firemen and coal passers Oregon's stock of ice because of the unbearable heat of the engine room during the forced run.

By the middle of April, Oregon had battered her way through constant head waves to enter the seething Strait of Magellan. Running through the treacherous Strait with shielded lights and manned guns, she avoided rumored Spanish torpedo boats and picked up the gunboat USS Marietta (PG 15), then sped to Rio de Janeiro, where she received news that war had been declared on Spain.

In company with Marietta and the merchant steamer Nichteroy, she then proceeded toward Key West. Slowed down by the small ships, Oregon finally abandoned her escort in spite of the danger of Spanish warships in the area.

Reaching Jupiter Inlet on 24 May, Oregon had covered 14,700 miles in 66 days. At Key West her empty coal bunkers were refilled, and reporters swarmed aboard bringing the first mail in three months. Joining Admiral William T. Sampson and the armored cruiser USS New York (ACR 2), Oregon steamed for Cuba.

Oregon had completed the longest and fastest run achieved up to that time in naval history. Her average speed during the run had been 11.6 knots, a record for that day.

An important result of the speed run was to point out the need for a canal to link the Atlantic and Pacific Oceans for more effective naval operations. She also proved her design. During her arduous run she had not



been delayed one hour through any malfunction of machinery.

On 3 Jul 1898, the Spanish Fleet steamed out of Santiago harbor and U. S. battle gongs were rung. When the smoke cleared away, Oregon and the other ships of the American fleet had, without injury, successfully engaged four armored cruisers and two torpedo boats. For Oregon's 32 officers and 141 men this was surely the pinnacle of her career.—ED.

#### Acting CPO Time

SIR: Does time served as CPO (acting) count toward qualification for advancement to E-8? The way I interpret BuPers Manual and BuPers Inst. 1430.1E such service does count, providing the man is a CPO (permanent appointment) by the time he takes the E-8 exam.

That's my opinion. Others at my command, however, feel differently. How about it?—B. R. J., PN1, USN.

• You are correct. Time served as an acting chief may be counted toward eligibility for advancement to E-8.

We assume you are aware of two recent changes which may have some bearing on your question: The reduction of required time-in-service for advance-



LAST PLANK OWNER of USS Paul Revere (APA 248), Earley Taylor, SD2, USN, receives engraved plank and ship's plaque in special ceremonies. Taylor has been aboard Paul Revere since she was commissioned in 1958 at Lang Beach.

ment from E-7 to E-8 from four years to three years and the abolishment of acting chief appointments.

For information concerning the time-in-rate reduction see ALL HANDS, March 1966, page 43. For the word on the deletion of acting CPO appointments, see October 1965, page 45.—Ed.

#### Entitlement to FSA

SIR: In spite of all that has been published on the subject, I still find it difficult to understand certain provisions of the Family Separation Allowance.

In reference to Type II allowance (FSA-R), one condition to entitlement requires that a member's dependents must be entitled to transportation at government expense, but such transportation is denied either temporarily or permanently into a restricted area.

Naturally, to be entitled to transportation of his dependents to a particular duty station, the member must be at least an E-5, or E-4 with over four years' service—on the effective date of his PCS orders.

Well and good. But I start getting confused when I read the Navy Comptroller's Manual, which states that should a member be in an ineligible pay grade (E-4 with less than four years' service, and below) at the time eligibility would otherwise accrue, he will become eligible for FSA-R upon attaining an eligible pay grade.

How do you reconcile these two regulations? Let's take a practical case of an E-4 with less than four years' service, who is transferred to a "restricted" station where other Navymen, who are eligible by virtue of their pay grade, are drawing FSA-R.

Now assuming that this E-4 satisfies the other requirements, such as having dependents and maintaining a common household for them away from his present duty station, NavComptMan is telling us that he can begin drawing FSA-R as soon as he either acquires four years' service or is promoted to E-5.

Technically, this fellow is not eligible for dependents' travel to his present station, although he receives this benefit beginning with his next PCS orders.

HONOR MAN—Chief Aviation Electronics Technician Dickie D. Dunn, USN, was awarded a Letter of Commendation for earning three of the top class honors at the Naval Chief Petty Officer Academy at Memphis.



SIR:

I've been in the Navy  
Little more than a year,  
And I've learned such a lot  
I have written it here.

I used to wander (olsa ponder)  
How ships could look so clean;  
They were always on the move—  
Yet they would always gleam.

But, after I had come aboard,  
I was soon to learn  
That I would do the cleaning—  
Tap and bottom, stem to stern;

Polish all the brightwork  
'Til it shined a brilliant tone  
(T'was on the deck of this ship  
I learned to holystane.)

Up before the break of dawn,  
The stars still in the sky,  
I was scrubbing down the decks  
With soap and lots of lye.

Yes, now I know the reason  
Why these ships would look so great—  
It's because of guys like me—  
Plus the leading Bootswain's Mate.

William W. Bishop, YN2, USN  
USS TRINGA (ASR 16)

• You may go down in history, For  
salving such a mystery.—ED.



**MEDITERRANEAN MUSIC**—Marines aboard USS Monrovia (APA 31) entertain ships coming alongside with music by Fife and Drum Corps. The 16-man corps, from Battalion Landing Team 3/2 perform on Monrovia's open bridge with a repertoire ranging from "The Yellow Rose of Texas" to "Anchors Aweigh" and "The Marines' Hymn."

Therefore, is NavComptMan correct in stating that FSA-R will be paid at his present station, under the conditions cited in this case?—R. C. N., PN2, USN.

• Yes—"NavComptMan" is correct. In the situation you cite, the E-4 could not move his dependents to his permanent station at government expense either before or after he became "eligible" for this benefit (by virtue of

his advancement to E-5 or his acquisition of four years' service).

Therefore, the "separation" condition resulting from the denial of government transportation of dependents was present, making him eligible for Family Separation Allowance (FSA-R)—provided also that the following conditions are met:

- The member has dependents (drawing BAQ on their account).
- The dependents do not reside at or near his station.
- The member is maintaining a common household for his dependents.

Likewise, if a single Navyman in pay grade E-4 (with more than four years' service) or above, goes home on leave and becomes married, but his wife does not come to the area of his duty station to live, he is eligible for FSA-R effective on the date of his marriage. This presumes he maintains a common household for sharing with his wife during leave and similar circumstances.

He is not authorized to move his wife at Government expense to his present duty station, so this requirement is fulfilled.—Ed.

#### AD Names Are A Far-Ranging Bunch

SIR: I have always been under the impression that ADs are named for localities and areas in the United States. The Bluejackets' Manual seems to have thought so, too.

Recently, however, I saw a reference

to Samuel Gompers, as an AD, in an authoritative naval publication. This makes me wonder. Have I been wrong all these years, or has the policy changed?—C. R. U., QMC, USN.

• Not changed, really. Just revived.

The designation, Samuel Gompers, indicates a return to the custom which had been adopted in the early days of ADs, of naming destroyer tenders in honor of distinguished Americans.

Earlier examples of this practice are Melville (AD 2), Dobbin (AD 3) and Whitney (AD 4). (In this context, however, we can't very well explain the existence of AD 1, which happened to be named Dixie, not to be confused with our later Dixie (AD 14)).

Messrs Dobbin and Whitney were former secretaries of the Navy and Rear Admiral George W. Melville climaxed his naval career with an attempt to rescue the survivors of the Jeanette expedition who were trying to find a northwest passage from the Atlantic to the Pacific north of Canada. All very real people.

Samuel Gompers, whose keel was laid in July 1964, continues the custom although most men now in the Navy are familiar only with ADs which are named for geographical locations.—Ed.

#### Cuban Crisis Medal

SIR: I was in VA-76 aboard USS Enterprise (CVAN 65) for the 50 days it was deployed during the Cuban crisis. The ship's company rates the Expeditionary Medal. The squadrons attached aboard during this time, however, were not on the list for the medal.

Would you please tell me why a distinction is made between the ship's company and the embarked squadrons. After all, we were all in the same boat.—M. D. W., ADJC, USN.

• Relax, Chief. The "Awards Manual" specifies that air and other units embarked in ships which are included in awards lists are also eligible for

#### Marriage on E-3 Pay

SIR: I am enlisting in the Navy soon, and plan to marry a few months after leaving boot camp. Can you give me the word on the basic pay (for an E-3 machine accountant), quarters allowances, travel pay and so forth?—D. R.

• Happily. As an E-3 with less than two years' service you would be entitled to \$117.90 basic pay per month, \$55.20 basic monthly quarters allowance (with one dependent), \$4.20 monthly clothing allowance, \$9.00 sea or foreign duty pay per month (if applicable) and \$1.17 per day commuted rations.

As an enlisted Navyman you will be entitled to travel pay of \$.06 per mile, but you will not receive dependent's travel or transportation for household goods until you are PO3 (with more than four years' service) or higher.—Ed.

#### Score Program

SIR: I plan to request conversion from YN3 to AX3 under the SCORE Program. Inasmuch as I am on Seavey, I have the following questions: If I am assigned to shore duty before I receive a quota (assuming I am accepted for conversion), will a normal tour of duty be required?

I would also like to know if, after conversion, can I expect sea or shore duty?—F. C. M., YN3, USN.

• With regard to your first question, you can expect your tour of shore duty to end when you have been assigned to a school.

After you have completed your school, further assignment is unpredictable. We can say, however, that the majority of SCORE convertees have been assigned to sea.—Ed.



### Tucker Thinks She's First

SIR: Here's one for the historians: *uss Henry W. Tucker* (DD 875), homeported in Yokosuka, Japan, was the first destroyer to fire naval gun-fire support in Vietnam.

On 16 May 1965 *Tucker* fired an hour-long shore bombardment mission in support of an American combat operation in South Vietnam. Since that time *Tucker* has fired over 5600 rounds of five-inch ammunition in support of U. S. operations.—T. N. Richman, LTJG, USN.

• An official report from the Naval Advisory Group, Military Assistance Command, Vietnam, confirms your claim to be the first ship to fire a shore bombardment mission in defense of Vietnam. We'd be grateful for any more news from *Tucker* and the rest of the Seventh Fleet destroyer force.—Ed.

the award. Usually this is specifically stated.

Sometimes, however, space limitations of instructions prohibit specific mention and settle for a reference to the authority for extending the award to embarked units.—Ed.

### Sea Duty Commencement Dates

SIR: Last April I was advanced to chief radarman. According to the latest Seavey cutoff dates I am eligible for rotation ashore as an RDC, though I would not have had sufficient sea duty as an RD1.

Must I wait until the next Seavey list is published before becoming eligible for shore duty, or am I eligible now? If I am eligible now, must I notify BuPers of my advancement or is my status changed automatically?

As I understand it, shore duty billets are assigned under a priority system, with the man who came on Seavey first receiving his orders first. In that case, it would be to my advantage to submit my card as soon as possible.—J. B. S., RDC, USN.

• You must wait until the next Seavey. As per Article 3.22 of the "Enlisted Transfer Manual," change in rate or rating after the notice is promulgated does not change eligibility because the date of the Seavey notice is the determining factor.

Generally speaking, once the Seavey drop has been made the Bureau tries not to make changes. In your case, as in most, you'll find it probably won't make much difference considering the three-times-yearly Seavey.

As for Seavey seniority—seniority is based on the sea duty commencement date. All things being equal, you could expect to be very senior on the list when it is next compiled.—Ed.

### Molala Is Correct

SIR: Since AFTs are named for American Indian tribes, isn't the name *uss Molala* (AFT 106) spelled wrong? I come from the town of Molalla, Ore. This name was derived from the Molalla tribe, who lived about 30 miles south of what is now Portland, Ore. Was AFT 106 named for this same tribe? If so, what happened to the other L in the name Molalla?—W. R. B., PN2, USN.

• It appears the ship and your home town are named after the same tribe. The disparity comes from the Navy's use of the preferred spelling. According to the "Handbook of American Indians, Bureau of American Ethnology" (Bulletin #30, Part I), Molala is the most common, prominent spelling of the name, but Molalla,

### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss St George* (AV 16)—A reunion is now being planned in Orlando, Fla. Those who served in this ship from 1944 to 1946 please contact CDR Dean O. Moorhouse, USN (Ret), 146 Menendez Road, St Augustine, Fla. 32084.

• Retired Officers Association will hold its 18th biennial convention 29 and 30 September at the Leanington Hotel, Minneapolis, Minn. For further information write to George M. Brown, 358 Cimarron Road, RFD #1, Rosemount, Minn.

along with several other versions, is also used. So it appears your home town adopted a second spelling of the name while the Navy knocked the L out of it.—Ed.

### What Time Is Midnight?

SIR: Is there such a time as 2400?—V. B. S., QM1 (SS), USN.

• You won't find it in communications pubs or mid-watch deck logs, and officially there is no such time. DNC-5, the Navy communications authority, states that midnight is referred to as 0000. Communicators are almost Cinderellian in their avoidance of midnight, and use either 2359 or 0001.

However, 2400 is used throughout the Navy as a matter of convenience. It's easier to say that liberty expires at twenty-four hundred than to twist your tongue around all those zeros.—Ed.

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# BOOKS

## PLENTY OF GOOD READING IN THIS MONTH'S CHOICE

There would appear to be a certain conflict (conflict—war, get it?) here. Cornelius Ryan in *The Last Battle* is sure that the last three weeks of Berlin in World War II was *The Battle*; the *Decision at Leyte*, says Stanley L. Falk, was final. After that, there was no more hope for Japan.

The conflict is more apparent than real. They seem to be talking about two different wars which merely happened to have been fought, at times, coincidentally.

*Last Battle* is certainly not pretty, but it is a humdinger. Ryan portrays with all the skill at his command—which is considerable, as readers of his *Longest Day* can testify—a momentous historical event, the fall of Berlin, as it was experienced and felt by the people who lived through it. He tells it as seen from all sides; by Berlin housewives, soldiers and generals, suddenly ex-Nazis making plans to go into hiding; Jews still hiding in Berlin awaiting deliverance; Hitler and his followers in their bunker; the shock and disbelief of the American commanders at what they found in the concentration camps. And behind it all was the political maneuvering by the diplomats who had their eye on the postwar scene. Ryan also tells for the first time the reasons behind the West's decision not to take Berlin while the city was within its grasp.

On the other hand, *Decision* is a more-or-less straightforward account of the battle of Leyte. As Associate Professor Falk sees it, Leyte was at once a contest of sea power, a battle to control the air, and a struggle for the physical possession of the island. Much attention is given the new technique by the Japanese of employing hundreds of kamikazes, which struck in waves at U. S. combat craft and transports. However, in the end the Japanese were totally defeated. Their air force was destroyed, their fleet driven off or sunk, the best of their troops killed. Falk recreates the many faces of the battle—the air strikes, the landings, the task forces of carrier, battleships, cruisers and destroyers; the painful command decisions; the individual acts of heroism. Who can say which was the more crucial area during the

war—Berlin or Leyte?

After plowing through *Berlin and Decision* you may feel the need of a diet with a little less strong meat. If so, *The Company of Animals* by Ronald McKie may be your dish. It's the story of the last white man—Jim Hislop—to be Malaya's chief game warden. As he has seen it since 1937, it's a never-never land which will undoubtedly soon disappear and as escape literature, it's well-nigh perfect. It's obvious that Hislop knows what he's talking about—tales of elephants, monkeys and sun bears; tapirs and tigers; butterflies and cicadas; the beautiful jungle ox and the mousedeer—the smallest deer in the world. And, of course, the Malays themselves, some of them tribesmen who still hunt with the blowpipe, who have never been outside their own protective jungle. And why should they, or want to?

To cushion, however mildly, the shock of returning to reality, you might try *Panama*, by David Howarth. With the skill of a true professional, Howarth plots the history of Panama from the times of the Spanish conquerors to the present day adventurers of the mind who want to build a new canal by means of the atom bomb. He runs through the entire dramatis personae from Columbus and Balboa, Drake and, Morgan the pirate. He does a nice job on Ferdinand de Lesseps who, at the age of 65 and after building the Suez Canal, met his fate in Panama. But he had a fine time doing it. And the mosquito is not overlooked.

Remember *Mutiny on the Bounty*?

Quite a story; and the authors, Nordhoff and Hall really hit the jackpot with it. It now develops that the lives of the two authors James Norman Hall and Charles Bernard Nordhoff were just as dramatic as any of the 36 books they wrote together. Fame, fortune and a paradise in the

**Military Balance, 1965-1966**, published by the British Institute of Strategic Studies, is a useful reference book for information and statistics on the armed forces of many nations.

It has been distributed to some ship and station libraries.

South Seas was theirs for the taking after publication of *Mutiny*. But it didn't quite work out that way, primarily because of those qualities in the two men which made it possible for them to write *Mutiny* and their other books. The situation is described in fine style in *In Search of Paradise*, by Paul Briand, Jr.

As the man says, most accidents at sea don't happen in dancing sunlight or at high noon. They occur when the weather and other conditions are at their worst, and that's when the rescuers have to go out after the victims. *Rescue at Sea*, by Captain John M. Waters, Jr., describes the grim details of the Coast Guard's work. It seems that, nowadays, most of the Coast Guard's search and rescue is conducted by helicopter, not whaleboat. More efficient, but a little hard on the pilot. The Coast Guard's choppers run on one engine, of course. Take that one engine 400 miles out at sea, a pitch-black night in fog, rain or hail and you can become very lonely indeed. Then, after an exhausting search, when you do find the ship and try to hover over the moving and pitching masts without being clipped by them, you want to be anywhere but there. Many Navy-men will recognize the situation.

The fiction selections for this month are a little easier on the nerves. *Tai-Pan*, by James Clavell, is a straightforward historical novel concerning the occupation of Hong Kong by the British back in 1841. The word tai-pan, as almost all WestPac hands know, means supreme power, and the plot centers about who shall possess this power on the island. There's a heart interest, too. By the author of *Brother Rat*.

The last to be mentioned, *Stand By-y to Start Engines*, by Rear Admiral Daniel V. Gallery, USN (Ret), is sheer delight, as anyone who has read his *Now Hear This* knows. Just to give you an idea—in one incident, the principal character LCDR Curly Cue is determined to join the Blue Angels. However, their instinct for self-preservation is strong and they decline his offer with thanks. When he insists, they pretend to be green cadets and when Curly takes them aloft to practice formation flying . . .

Admiral Gallery firmly assures us that, when he was in command of his ship, no such nonsense ever went on. That he knew of, anyway.



# DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ PRESSEY, GEORGE W., Rear Admiral, USN, posthumously, as Deputy Chief of Staff Military Assistance, Logistics and Administration, Staff of Commander in Chief Pacific from 21 May 1965 to 19 Apr 1966. Directly supervising all matters pertaining to the military assistance program and logistic support for all Pacific Command forces, Admiral Pressey was successful in carrying out his many responsibilities throughout this period. He was directly responsible for achieving the high state of logistic readiness of the United States forces engaged in the present conflict in Southeast Asia.

★ TAYLOR, EDMUND B., Rear Admiral, USN, as Commandant Fifth Naval District and Commander U. S. Naval Base, Norfolk, from 12 Nov 1963 to 30 Apr 1966. Admiral Taylor ensured that the efforts of the shore activities were at all times channeled toward maximum assistance to the operating forces, thereby enabling them to meet their many operational commitments. Contributing significantly to the increased readiness of the Naval Reserve within the Fifth Naval District, he substantially enhanced the morale of Navy personnel and their dependents by vigorous protection of their rights and benefits and by greatly increasing recreational facilities throughout the Tidewater area. Through his professional competence, Admiral Taylor has made an immeasurable contribution to the prestige of the Navy among officials and private citizens throughout the Fifth Naval District.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ COLLAHON, GENE R., Lieutenant, USN, posthumously, for heroism on 13 Aug 1965, while serving with Fighter Squadron 111, embarked in *uss Mid-*

*way* (CVA 41), during a low-level reconnaissance and strike mission near Nam Dinh, North Vietnam. Despite heavy enemy fire, a low cloud cover, poor visibility and rough terrain, Lieutenant Collahon carried out his mission, contributing greatly to the success of his squadron. Sustaining major damage to his aircraft from enemy ground fire, he displayed extraordinary airmanship in maneuvering his craft toward the nearby coast and potential safety. His aircraft was last observed to sustain several explosions and enter uncontrolled flight. Lieutenant Collahon's courage, determination and inspiring devotion to duty were in keeping with the highest traditions of the United States naval service.

★ McCULLOUGH, RAYMOND K., Lieutenant Commander, USNR, as officer-in-charge, Detachment 59 of Helicopter Support Squadron Two, embarked in *uss Forrestal* (CVA 59) and as pilot of a UH2A helicopter during a rescue flight performed on the morning of 15 Jan 1966. While on a mission to assist survivors of a VC-47 aircraft which crashed in Greece on the slopes of Mount Helmos at an elevation of 7680 feet, LCDR McCullough maneuvered his helicopter in six attempted landings on the snow- and ice-covered surface in the face of high winds and severe turbulence. Because of the critical flight conditions which existed, he then elected to lower the medical officer by hoist, following which he finally succeeded in maneuvering his helicopter to a safe landing in a small snow-covered area bordered by an ice cliff and a sheer bluff. After evacuating two survivors to safety, he returned to the rescue scene and made another landing to pick up rescue personnel.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ MORROW, ESTES P., Aviation Machinist's Mate First Class, USN, while serving on 15 Jan 1966 with Detachment 59, Helicopter Support Squadron Two, embarked in *uss Forrestal* (CVA 59), during a rescue mission to assist survivors of a VC-47 aircraft which crashed in Greece on the slopes of Mount Helmos at an elevation of

7680 feet. Voluntarily serving as crewman of a rescue helicopter, Petty Officer Morrow rendered invaluable assistance to the rescue party's medical officer by caring for survivors and helping to transport them up an icy slope to the rescue helicopter. Working in sub-freezing temperatures, he searched the hazardous terrain for other victims of the crash, remaining at the scene for five hours until the last person of the rescue party was removed by helicopter.

★ WALSON, EDWARD R., Torpedoman's Mate Third Class, USN, for heroism on 17 Dec 1965 while serving on board *uss Bream* (AGSS 243). When a shipmate was washed overboard while the vessel was laboring under gale-force weather conditions, Petty Officer Walson volunteered to swim to his rescue. Plunging into the sea, he struggled against the 12- to 15-foot waves to reach the side of his shipmate, took him in tow, and succeeded in bringing him to the side of the ship where both men were lifted to safety. Through his prompt and courageous actions in saving a life at the risk of his own, Petty Officer Walson upheld the highest traditions of the United States naval service.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ SCULLY, DONALD G., Lieutenant Commander, USN, from 26 Nov 1964 to 6 Apr 1965, while attached to the Joint Operations Center Branch, J3, U. S. Military Assistance Command, Vietnam. As advisor to the Joint Operations Center, RVNAF High Command, LCDR Scully participated in operations and patrols with Vietnamese naval units in the Delta areas of South Vietnam without regard to his personal safety. The results were professionally sound studies which assisted both U. S. and Vietnamese naval efforts in the counter-sea infiltration effort. LCDR Scully also offered advice and recommendations in the salvage of a Viet Cong junk that had been sunk in Vung Ro Bay with a large weapons supply. His alert thinking produced innovations and ideas which were instrumental in improving Vietnamese naval operations. The Combat Distinguishing Device is authorized.

# TAFFRAIL TALK

**M**ORE ON NOMENCLATURE: It seems that helicopter pilots, in cooperation with the carrier airmen they pluck from the drink, are evolving a language all their own.

Everyone knows that a chopper pilot becomes an *Angel* when he rescues a man. However, as we understand the situation at the moment, a helicopter pilot becomes a *Cherub* when he is assigned to fly a carrier-based chopper, and is advanced to the rank of *Seraphim* when he makes his first rescue of a downed airman. After five rescues, he becomes an *Archangel*.

★ ★ ★

To most 10-year-old youngsters, Vietnam is, more than likely, just the name of a faraway country, unreal and abstract. Not so with one of the fourth-grade classes of the Willets Road Public School of Williston Park, Long Island, N. Y. They know all about the country and much of their knowledge doesn't come from books.

Current-affairs study is more or less routine nowadays, even for fourth-graders. But this particular group has contacts. In this case, it is a former graduate of the school, Lieutenant Perry Tillotson, who is now a Navy pilot attached to *uss Hancock* (CVA 19).

His mother happens to be a teacher at Willets. Would LT Tillotson care to write and tell the group about his work, his plane, his ship and anything else he could think of? LT Tillotson would be delighted to do so.

So now one of the fourth grade classes at Willets knows not only about *Hancock*, its planes and pilots, but considerably about Vietnam and the Navy in general. The current affairs study is the most anticipated period of the day. The class has built a scale model of an aircraft carrier, mounted all of LT Tillotson's letters and photos on their bulletin board.

Now that the class has become expert on the subject of the Navy, Vietnam and LT Tillotson, they're indoctrinating the other fourth-graders.

★ ★ ★

Lieutenant Bryant Barnard, Assistant Medical Officer of *uss Independence* (CVA 62) has an interesting off-duty avocation. He's a bird watcher. A real, official bird watcher, with a log book to prove it.

When Doctor Barnard is not on call, you can find him on the bridge with pair of binoculars and his bird book. He was able to log at least one species every day from the time the ship departed Norfolk until it joined the Seventh Fleet.

To him, ocean areas are only significant as areas of sighting birds. To him, the Caribbean means sooty shearwater, man-of-war birds and petrels. The equator is a large flock of albatross and the greater shearwater. Capetown, South Africa is more albatross, sooty shearwaters and petrels. Indian Ocean; terns. Straits of Malacca: brown booby.

Dr. Barnard hasn't claimed too many species while *Independence* was cruising off the coast of Vietnam, but does say that he's seen plenty of flying fish.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

### • AT RIGHT: SUBMARINE MEMORIAL

at Pearl Harbor is the only one of its kind in the world. It was built in 1960 for approximately \$10,000 and financed entirely through voluntary contributions. The memorial is dedicated to the officers and men of those submarines which paid so heavily for their success in World War II. A total of 52 submarines were lost with 374 officers and 3131 enlisted men aboard. Bronze plaques with the name of each submarine and rosters of their crews are mounted on the memorial. —Photo by Gerald R. Rackstad, PH3, USN.

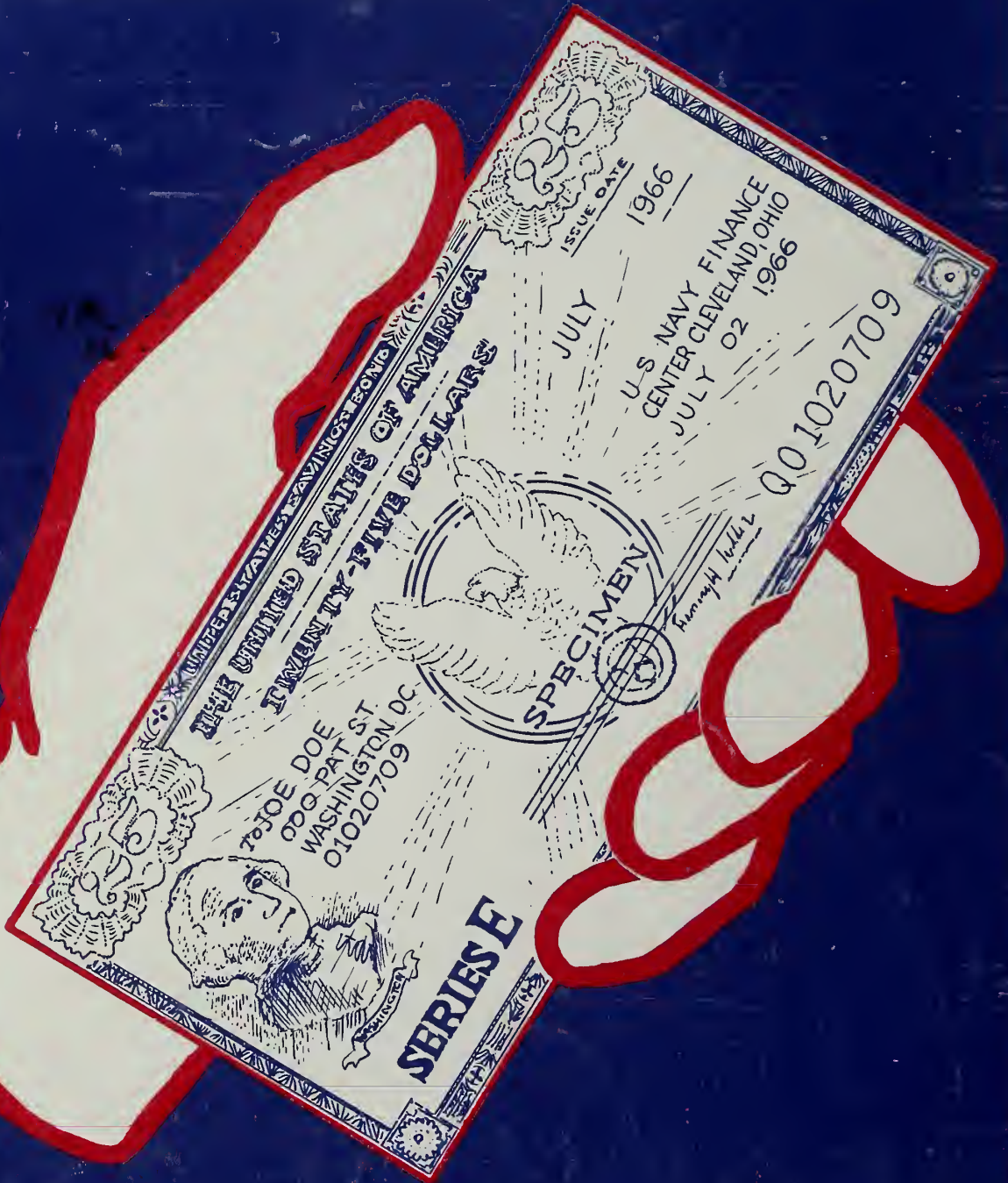
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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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AUGUST 1966







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The Bureau should be kept informed of changes in the number of copies required.

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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

AUGUST, 1966

Nav-Pers-O

NUMBER 595

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REAR ADMIRAL BERNARD M. STREAN, USN  
The Deputy Chief of Naval Personnel

CAPTAIN JAMES G. ANDREWS, USN  
Assistant Chief for Morale Services

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John A. Oudine, Editor

Associate Editors  
G. Vern Blasdel, News  
Don Addor, Layout & Art  
Ann Hanabury, Research  
Gerald Wolff, Reserve

• FRONT COVER: SPRAY DAY—Fleet oiler USS Chemung (AO 30) and escort ship USS Hooper (DE 1026) set the spray afloat as they prepare for refueling in heavy seas off the coast of Japan.—Photo by P. F. McGee, PH3, USN.

• AT LEFT: A STAR PERFORMANCE—Hospital Corpsman Third Class Arthur H. Garnett, USN, stands at attention after receiving the Silver Star during ceremonies at U. S. Naval Hospital, NAS Pensacola, Fla. Petty Officer Garnett received the award for heroic action during combat with the Marines in Vietnam. Although twice wounded he ignored his own plight and continued to care for and protect his stricken comrades.

• CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.

# WHAT

IF YOU'VE EVER TAKEN TIME TO think about time, you probably realized you were dealing with a complicated subject. For most people, however, time is something that either drags or marches on.

Although time dictates movements, and frequently the motives, of almost every human being on earth, its passage usually is taken for granted by the very people whose lives it governs.

Probably Navymen treat time as casually as others do. Nevertheless, time is more important to them than to most people.

For the Navy, time keeps a ship from being lost in the trackless expanses of the oceans. It provides a landmark in the infinity of space. It is a peg from which infinitesimal distances can be measured. Time is all these things and more.

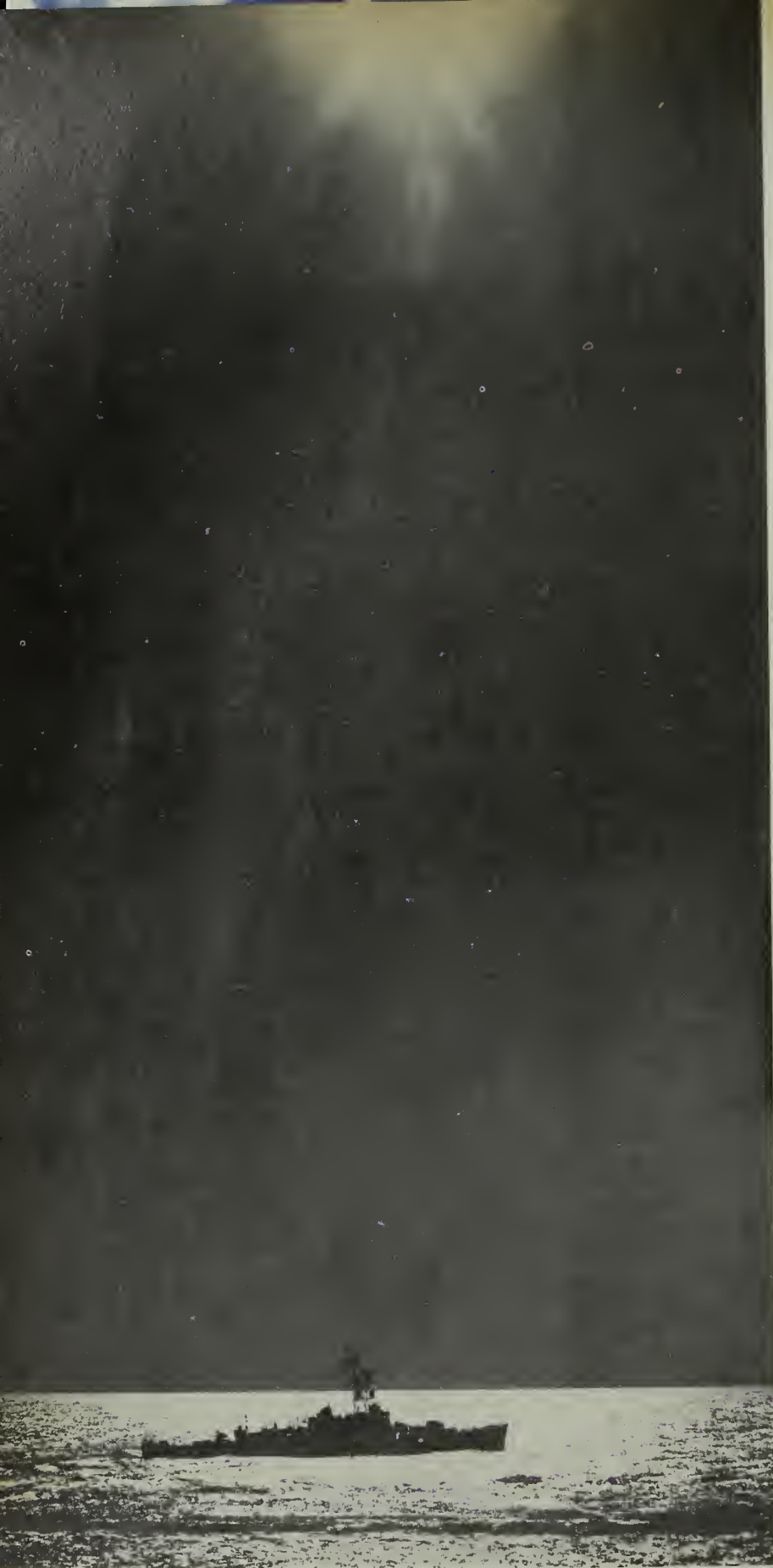
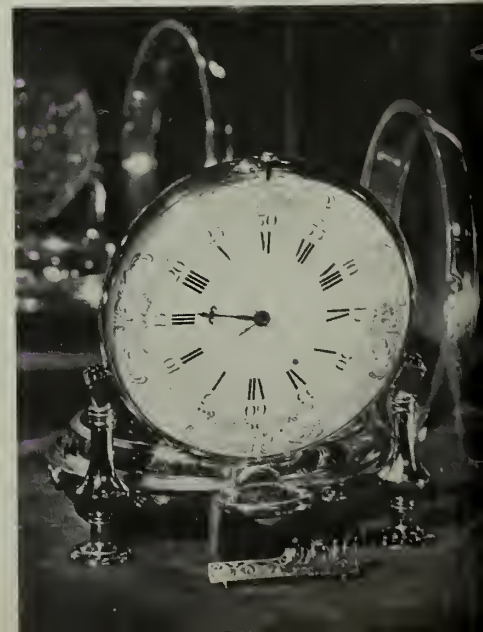
The U. S. Navy has been in the business of reckoning time since 1830, when it launched what is now the oldest scientific institution in the Navy—the Naval Observatory.

The Navy has become so proficient at its job that the Defense Department recently designated it as the sole arbiter of time for the United States Armed Forces.

The Naval Observatory evolved from a small office in the Navy Department called the Depot of Charts and Instruments, which was set up for the care of chronometers, charts and other navigational equipment. Its principal piece of equipment was a small instrument for rating chronometers.

It wasn't until 1844 that the

Harrison Chronometer





# TIME IS IT?

depot was christened the Naval Observatory and was moved to a knoll in Washington, D.C. north of where the Lincoln Memorial now stands.

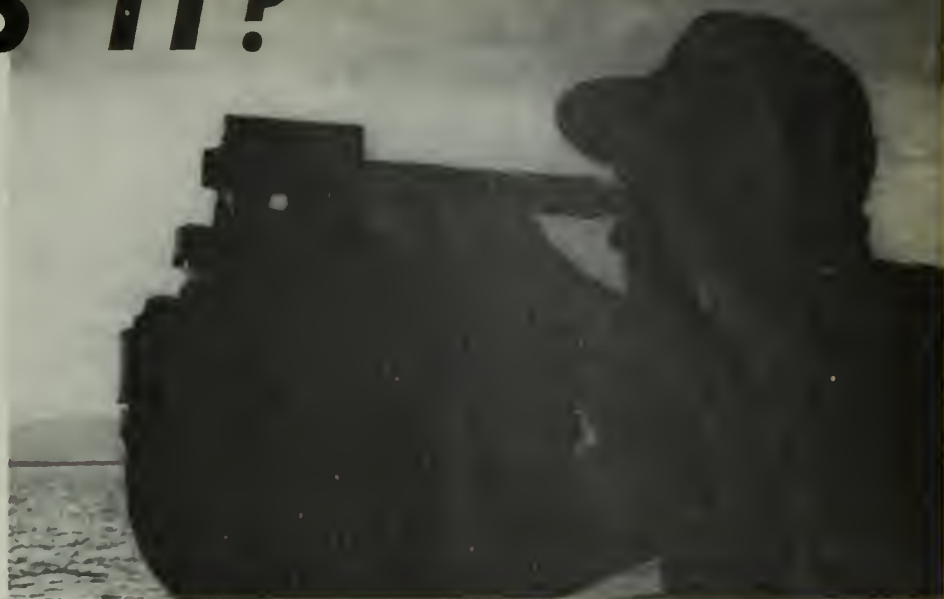
**A**FTER THE PASSAGE of about 50 years, the observatory was moved farther away from Washington's downtown lights to what was then a semi-rural location in Northwest Washington. It has remained there since to provide, among other things, precise time for navigators.

Until the last several hundred years, man has had little need for time in navigation. If a ship stayed within sight of land, landmarks were sufficient.

When a navigator sailed beyond sight of land, however, he had to estimate his ship's speed and relate the distance traveled to the time he thought had elapsed.

This method, of course, was not notably accurate and led to numerous mistakes. Columbus, for example, had a mistaken idea concerning the circumference of the earth. He believed the world to be much smaller than it is, and never dreamed that several thousand miles of land straddled the western route to the riches of the Indies. In effect, his ideas concerning longitude were inaccurate.

**L**ONGITUDE as every sailor knows, is expressed in degrees, minutes and seconds. For navigational purposes, the sun moves eastward at the rate of 15 degrees an hour. In 24 hours, the sun has moved 360 degrees around the earth. In other words, distance and time, for navi-



AT SEA—Distance and time for navigation can be considered almost the same.

gational purposes, are almost synonymous. *Unless a navigator were able to measure time accurately, he would also be unable to measure longitude.*

Bearing this handicap in mind, it is little wonder that Columbus, upon his arrival in the West Indies, thought he must surely have reached East India.

Such shortcomings in determining longitude did not always end as fortuitously as did Columbus' first voyage. There was the time, for example, when a British Fleet sailing home from Gibraltar in 1707 ran upon the Scilly Islands south of England due to a mistake in longitude. Four ships and 2000 men were lost as a result of this error.

It wasn't that men didn't know

they needed accurate time in navigation. Indeed, England's King Charles II had done something about establishing the correct time when he created the Royal Greenwich Observatory in 1675.

It was the Greenwich Observatory's job to obtain, through systematic observation, the accurate position of the sun, moon and stars and the motion of the moon.

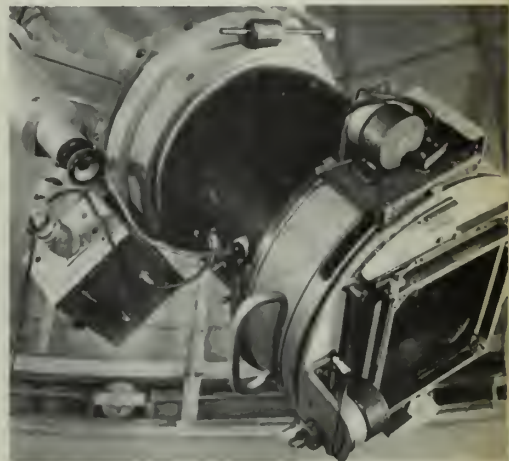
This, of course, resulted in accurate time being pinned down, and *Greenwich Mean Time*, as it is called, is still sufficiently precise for most purposes throughout the world today.

**T**AKING GREENWICH MEAN TIME to sea, however, was another matter. It wasn't until the winter of

Portable Atomic Clock

Photographic Zenith Tube

Moon Camera





TIME'S HQ—Main building of Observatory in Wash., D. C. Below: Accurate time is necessary to measure longitude.

1761 that a chronometer built by John Harrison was carried from England to Jamaica with an error of only 5.1 seconds. In terms of longitudinal accuracy, this amounted to about one mile.

Although the Harrison chronometer would, for all practical purposes, still be an acceptable instrument for keeping time aboard many ships, there are other realms in which such inaccuracy would be unthinkable.

A 5.1-second error is viewed dimly nowadays, even by ships at sea, for such inaccuracy is unnecessary. Ships' chronometers can now be checked against the precise time provided by the Naval Observatory's broadcast time signals of Loran-C stations and the doppler effect of navigational satellites provide modern navigators with greater accuracy in establishing their position with relation to time and space.

Anyone who watched the launching of the Agena and Gemini VIII space shots in March can imagine



what difficulties would have resulted from a 5.1 second error in rendezvous or recovery.

As it has done since 1830, the Naval Observatory continues doing its best to keep precise time and, over the years, it has succeeded in reducing the variations in time to an almost incredible one-millionth of a second. This is a far cry from the 1920s and 1930s when radio audi-

ences were accustomed to hear the Observatory's time signal broadcast at noon each day.

If you wanted to know what time it was at any other hour in those days, you looked up the nearest Western Union clock which was also regulated by the Observatory.

The "Time from the stars" broadcast by the Naval Observatory during the first half of our century, which is still adequate for most daily purposes, was what astronomers call *Mean Solar Time*. It is based on the rotation of the earth about its axis.

TO ARRIVE at Mean Solar Time, astronomers observe stars as they cross the meridian. At the Naval Observatory, an especially designed telescope called the Photographic Zenith Tube is used for this purpose. The tube is mounted in a fixed vertical position so a star may be photographed as it crosses the meridian near the zenith. The time it does so is recorded on a clock.

ON LOCATION—Naval Observatory as it looked in 1844 and (right) at its present site at turn of the century.





The position of the star is known and the Mean Solar Time at which it was on the meridian can be computed. The difference between the computed time and the time indicated by the clock tells how fast or slow the clock is. The difference is usually only a few thousandths of a second.

Another type of time computed at the observatory is *Ephemeris Time*. This time is defined by the orbital motion of the earth about the sun. In practice, Ephemeris Time is determined by observing the orbited motion of the moon about the earth.

To do this, the Naval Observatory uses a telescope called the dual rate moon position camera. With this telescope, the image of the moon is held in a fixed position relative to the images of the stars on a photographic plate.

When the plate is measured, the astronomers thus determine the position of the moon with respect to the stars, whose positions are known. The moon's position has been computed in advance in terms of Ephemeris Time and this information is tabulated in a book called the *Lunar Ephemeris*. By comparing the observed position of the moon with that in the *Lunar Ephemeris*, astronomers can determine the Ephemeris Time at which the observation was made.

**W**HENEVER you set your watch or hear a time signal on the radio or on the telephone, you receive Mean Solar Time. If you work in a message center and use zulu time which, of course, is Greenwich Mean Time, you are also using Mean Solar Time.

Ephemeris Time is independent of the rotation of the earth and is, therefore, uniform. In 1956, the mean solar second was abandoned as the fundamental unit of time and the ephemeris second was adopted. Both Mean Solar Time and Ephemeris however, are required to analyze the precise motion of artificial satellites.

The astronomers at the Naval Observatory, of course, have clocks, too. The observatory's clocks, however, aren't the type that awaken you in the morning or time your three-minute egg.

The clocks used at the observatory for precise timekeeping are quartz-crystal controlled clocks and atomic clocks. The Observatory's master clock is accurate to one-



**TIME AND FREQUENCY ROOM**—The Master Clock, which is in the cabinet at the right, is governed by a cesium-beam atomic oscillator in the next cabinet.

millionth of a second a day.

The Observatory's atomic clock is not controlled by any of the methods to which we have been accustomed—springs, pendulums and the like—but by the electromagnetic waves emitted when an atomic transition occurs. This provides the atomic second.

**T**HE CRITERION for the atomic second is based upon the transition between two specific energy levels of cesium-133. The frequency of the cesium beam atomic clock was found in 1958 to be 9,192,631,770 cycles per second (Ephemeris Time) in an experiment conducted jointly by the National Physical Laboratory at Teddington, England and the U. S. Naval Observatory. In

1964, the International Committee of Weights and Measures adopted this value to define the atomic second. The system of *Atomic Time* called A.1, was established by the Naval Observatory in 1958.

Time signals are transmitted to ships at sea by means of high frequency (HF) and of very low frequency (VLF) radio transmissions from Navy radio stations at Annapolis, San Francisco, Hawaii, the Canal Zone and Guam. Each transmitting station has a precise quartz-crystal oscillator which is easily regulated and which runs for years without stopping. This time transmission system virtually covers the world.

The VLF carrier frequencies are precisely controlled by quartz crys-

### **Universal Time Keeps Navy from Missing the Bus**

Regulating the time at Loran-C stations, VLF transmitters and other places where precise time is needed may be a mystery to most laymen, but to the Naval Observatory, it is a relatively simple matter.

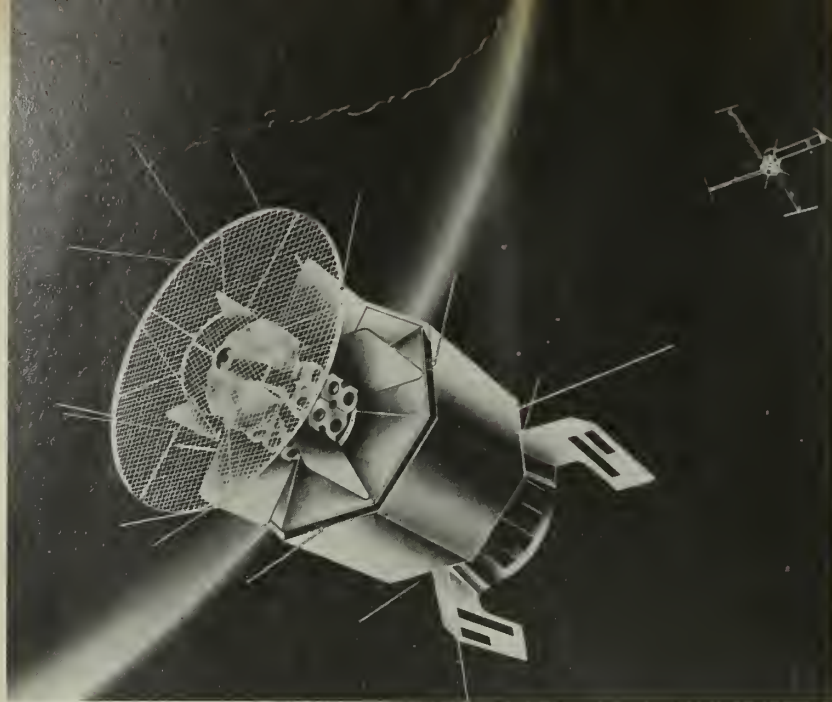
The simplicity of the operation can be attributed largely to the progress which has taken place in the electronics field within the last 20 years.

If there is a variance in the frequency—and sometimes there is a difference of as much as two-millionths of a second per day—the observatory corrects the station's time by gradually changing frequency.

The Observatory's master clock

provides a Universal Time, based on the rotation of the earth, but is controlled by an atomic oscillator. The frequency is changed, but not often—more than once a year so as to be nearly the same as that of Universal Time. If the earth should change its speed of rotation, then it may become necessary to make a step adjustment in time signals. Such a change, which is carried out by international agreement, is exactly 0.1 second.

To many of us, one tenth of a second may not seem like a big deal. On the other hand, how many times have you missed the bus by just one tenth of a second?



**HIGH TONED**—Doppler effect of navigational satellites provides navigators with greater accuracy in establishing position with relation to time and space.

tal and atomic oscillators. The frequency is monitored and compared to the Naval Observatory's atomic clock. If the transmitter's frequency

varies from the Observatory's atomic clock more than one part in 10 billion, the Observatory directs a change in frequency of the station

### **Want to Get Technical? Mention Ephemeris Time**

You can't identify the players without a program. Neither can you identify the different kinds of time unless you know what they mean. Here are a few of the Naval Observatory's definitions to help you. Of necessity, they are technical.

**Apparent Solar Day**—The interval between successive sun crossings of the local meridian by the sun.

**Local Apparent Time**—Time on any meridian, measured by the hour angle of the observed sun.

**Mean Solar Day**—The time it takes the earth to rotate once about its axis as determined by the rising and setting of a fictitious sun. This mean sun is assigned a daily motion which averages out the irregularities caused by inclination of axis of rotation of the real sun.

**Tropical Year (or Mean Solar Year)**: The time it takes the earth to revolve about the sun, as reckoned from the vernal equinox, or first point of Aries.

**Local Mean Time**: May be computed from apparent solar day by use of the "equation of time." This takes into account the fact that the sun does not move at a uniform rate

along the ecliptic. The equation of time may be found in the *Nautical Almanac*.

**Greenwich Civil Time**: Also called Universal Time (UT). It is Local Mean Time as measured at Greenwich, England.

**Universal Time (UT)**: This is also known as Greenwich Civil Time. A corrected value of Universal Time (UT) to account for observed motions of the geographic poles and for the projected annual variation in the earth's rate of rotation is called UT-2.

**Atomic Time (A-1)**: A clock which keeps A-1 time advances one second in the interval requiring 9,192,631,770 oscillations of cesium at zero field.

**Ephemeris Time (ET)**. Is based on the revolution of the earth around the sun. The Ephemeris Second is defined as  $1/31,556,925.9747$  of the tropical year 1900.

**Sidereal Day**: Duration of the earth's rotation with respect to the stars. The calculated relation between sidereal time and mean time is tabulated for each day in the *Nautical Almanac*.

oscillator to be made.

The rate at which the atoms of a radioactive element decay appears to be independent of such factors as temperature and pressure. It depends instead upon the element.

Because of this, long intervals of time can be measured. Geologists, for example, know that certain rocks were formed billions of years ago and archaeologists have been able to date ruins from 100 to 50,000 years old by the use of Carbon-14 produced in the atmosphere by cosmic rays. These rays enter into matter in a fairly definite ratio to Carbon-12 which does not decay. By determining the ratio of Carbon-14 to Carbon-12, an object's age can be determined.

Universal time, determined over a period of years, say 50, may make it possible to test the theory that the continents of the world are adrift. Such a project would require extreme accuracy.

**TO THE NAVY'S** ships at sea, the Loran-C navigational system provides accuracy up to about 1000 miles from the Loran transmitter. For sailors within range of the East Coast Loran stations, the Naval Observatory provides accurate navigation through its time signals to the Loran station which are precise to the microsecond.

The Navy also provides accurate time for tracking artificial satellites, precise surveying and other technical purposes as well as for ships.

In the future, the accurate time signals of the Naval Observatory may be used in a number of ways as yet undreamed of. However, such practical and needed applications as, for instance, the avoidance of aircraft collisions may well be in the foreseeable future.

The regulation of time has gone a long way when compared to the accuracy achieved only a few decades ago. As a marker for man in space (when speaking of space in terms of oceans or a space ship traveling from earth to the moon or nearby planets) the accuracy which has already been achieved is quite adequate.

However, the incredible accuracy that will be necessary as speed and distances increase and man begins to explore further the apparently limitless expanses of space is a fresh problem to which the Naval Observatory is now turning. And the men there will solve it, too.





NUMBER ONE—USS *Brooke* (DEG 1) is first of a new class of escort ships that take guided missiles to sea.

## DIG THAT DEG!

**W**ITH THE recent commissioning of one new guided missile destroyer escort, and with five more on the way, the Navy's bantamweight champs have moved into the welter-weight class.

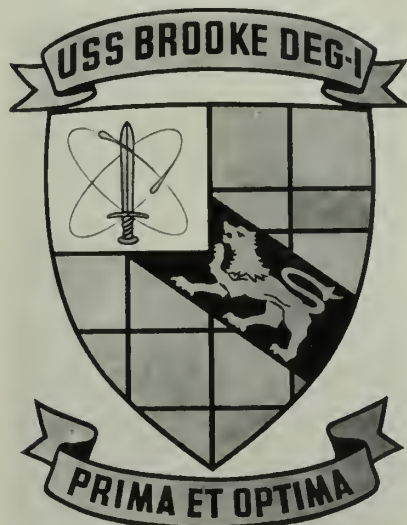
All sisters to *uss Brooke* (DEG 1), they are the first destroyer escorts designed to carry guided missiles. In addition to *Tartar* surface-to-air missiles, DEGs one through six will be armed with *Asroc*, *Dash*, ASW torpedo launcher tubes and 5" 38-cal. guns. Their design includes integral bow-mounted sonar, advanced communication and electronics installations, and geared steam turbines that weigh only half as much as conventional boilers of the same capacity, thus permitting greater speeds or increased cruising ranges without increasing the hull size of the ships.

The DE was one of the more important new ship types to be built during World War II. Smaller and simpler than a regular destroyer, it was mass-produced by wartime shipyards to serve as a convoy escort in place of the full-sized DDs, which were badly needed elsewhere.

In recent years, with the assistance of an advancing technology, it has become possible to cram more firepower into an escort ship's hull.

*Brooke*-class vessels represent perhaps the ultimate achievement in this direction for surface ships built to date, for their size, and are now taking their place at sea as mainstays with the antisubmarine forces. While remaining relatively compact (though their 3500-ton full-load displacement is much greater than that of World War II DEs), they

**SYMBOLIC**—Ship's insignia is *Brooke* family coat of arms plus two new symbols, the sword and orbiting electrons. Motto means First and Finest.



couple high speed (in excess of 27 knots) with high maneuverability.

*Brooke*, *Ramsey* (DEG 2) and *Schofield* (DEG 3) were authorized in the fiscal year 1962 shipbuilding program. The first one is now in commission.

*Talbot* (DEG 4), *Richard L. Page* (DEG 5) and *Furer* (DEG 6) are all scheduled to be commissioned in 1967.

Taking a lead from the conventional *uss Garcia* (DE 1040) class destroyer escorts, *Brooke* class ships are designed for optimum performance in locating and destroying submarines. They have improved seaworthiness, plus significantly increased antisubmarine warfare capabilities, over earlier DEs. Notable structural characteristics are the combined "mack" instead of a separate mast and stack, the flush deck and a radically raked stem.

*Brooke*-class DEs are 414 and one-half feet long with a 44-foot beam. They carry crews of 16 officers and 225 men (including many specialists to maintain and operate the modern armament and equipment).

*Brooke* is scheduled to join the Pacific Fleet Cruiser-Destroyer Force, and will call San Diego her home port after commissioning.



COMING UP—LT Ronald F. Ball, USN, is rescued 18 minutes after ejecting from his *Crusader*. Below: Pilot Ball talks with copter crew on trip back to ship.



**S** EARCH AND RESCUE! Search and rescue! All hands man your search and rescue stations."

When this call goes out over the IMC of a Navy ship operating in the South China Sea in support of U. S. air operations in Vietnam, it spells *action* for the crew.

It means there's one or more aviators in distress—either ashore or in the sea. It means there's a life or death situation at hand, the outcome often dependent on how professionally the ship's crew conducts its mission.

Pilots on operational missions try to head for the water if they get hit. The narrow area of Vietnam makes it easier for aircraft crippled in strikes on the communist north to do this rather than attempt the usually longer, overland flight south to

# Mayday

friendly airstrips. In such cases, they know they have many friends—and enemies—waiting to pick them up.

The North Vietnamese government reportedly pays junk fishermen the equivalent of over \$200 for the capture of a downed American pilot. The crews of these fishing junks are armed and will shoot at almost anything to beat their way to a pilot, because that much money is a small fortune to them.

Presumably, there is a similar reward for capturing a pilot on land.

After one search and rescue operation under battle conditions, a Navyman—be he on a destroyer or crewing the rescue helo—never again thinks "drill" when the call goes out.

Hopefully, a rescue at sea is executed with such speed and precision that enemy forces have no time or opportunity to reach the area, and the pilot is recovered unscathed. The time margin for a successful recovery on land is considerably less.

**O** N BOARD a Seventh Fleet ship, a call to stations, followed by an announcement that a pilot is in the water some 20 miles away, probably near hostile units, is the tense beginning of a rescue. In this instance, *USS Coontz* (DLG 9) and *Rogers* (DDR 876) are the closest friendly surface ships.

A subsequent report confirms that

**ALL HANDS**





# —Search and Rescue

there are enemy junks in the area. *Coontz* prepares to fight her way in, if necessary. All armament, from the forward five-inch mount to the after *Terrier* missiles, is manned and ready. Men specially qualified with small arms are stationed topside.

Meanwhile, radio contact is made with the nearest carrier, and it is learned that a Navy SH-3A *Sea King* helicopter is operating nearby. The *Coontz* CIC chief at the air controller console vectors the rescue helo to the scene while keeping an alert watch on aircraft and forces in the area.

The downed F-8 *Crusader* pilot was returning from a mission over North Vietnam with his plane badly damaged by ground fire. Aware that he could not make it home to *uss Ticonderoga* (CVA 14), he bailed out over the Tonkin Gulf, off the North Vietnamese coast.

In the helo, crewmen load and ready two M-60 machine guns while the aviators in the cockpit strap on body armor. For one of the pilots—a recent recipient of the Silver Star Medal for his heroic actions during a rescue near Hon Me Island—this becomes his third sea pickup. For the other it is the first.

One of the aircrewmen in the *Sea King* received the Air Medal for his actions at Hon Me, while the other had made his first pickup only a few days previously.

Now the precision of a well coordinated operation starts to show. Two Navy A-1 *Skyraiders* arrive to provide fire support for the helo during its more vulnerable moments while hovering over the downed pilot.

TEN MINUTES after the Mayday signal has been received by *Coontz*, the helo is in sight of the pilot. On board *Coontz*, where the progress of junks closing toward the scene is anxiously monitored, comes the report: "Pilot looks good; the pickup sling is in the water."

Meanwhile, the presence of the

OH BOY—Rescue helicopter heads for downed pilot floating in life raft.



*Skyraiders* prevents the North Vietnamese boats from approaching, making this rescue relatively easy. The flier is put on board *Coontz* for a cup of coffee, which leads to a tour of the bridge and combat information center, followed by dinner in the wardroom.

Obviously, there aren't any pleasant moments for a pilot in distress. But some experiences are worse than others.

Take, for example, the case of an A-4 *Skyhawk* pilot, this one down inland in North Vietnam.

An SH-3A from *uss Ranger* (CVA 61) is first on the scene to attempt a rescue. The pilot is located and a harness is lowered. As the helo hovers overhead, he straps himself in the harness, amidst increasing barrages of enemy small arms fire from the bushes nearby. Machine gun fire from the rescue helo serves to suppress enemy fire somewhat.

As the helo then pivots and thrusts upward, the rescue hoist jams. The escape is made while the rescued pilot trails 30 feet below the accelerating chopper as it climbs skyward, with both pilot and helo providing excellent targets for the guerrillas below.

Once over the sea, the *Sea King* rendezvous with a UH-2B helo from *uss England* (DLG 22). The pilot is lowered into the water, from where the *England* helo re-rescues



**FUELING UP**—Search and rescue helicopter refuels from fantail of Seventh Fleet destroyer *USS Rogers* (DD 876).

him. He has suffered no ill effects from his wild ride, but remains convinced that aircraft are made for flying *in*, not *from*.

**E**XCITEMENT also accompanied the Hon Me rescues mentioned above. Helos from the *uss Yorktown* (CVS 10) and *England* received heavy mortar fire from coastal positions on the island. Nevertheless, they were successful in saving six crewmembers of a downed aircraft, although themselves damaged by gunfire.

*Coontz* is a complete search and rescue station in herself. She carries a camouflaged UH-2 helicopter on her fantail. The camouflage serves to conceal the helo somewhat when it comes in low for recoveries over land.

The frigate's services are well respected by American pilots. Lieutenant Harold Theines, usn, a member of Helicopter Support Squadron One and the senior pilot on board *Coontz*, has 14 rescues to his credit.

Members of the helicopter detachment rotate between ships assigned to search and rescue roles. Typical of the capability of these ships, *Coontz* carries enough spare parts to keep her helo in the air for

search and rescue emergencies. In one instance, mechanics installed a new engine in the UH-2 in less than 24 hours.

The ship was the first of her class to be modernized for destroyer helicopter operations, and serves as a mobile refueling station for the large, armored SH-3 helos which operate from carriers. The frigate's 70-foot personnel boats are also available for rescues, operated by special boat teams.

*Coontz's* boats are heavily armed. Their special crews consist of three regular boat crewmembers, augmented by two machine gunners, a signalman to maintain communications with the ship, a corpsman to treat wounded pilots and a boat officer.

**T**HE NERVE CENTER for search and rescue operations is the ship's combat information center. A concentration of radar, communication equipment and plotting boards enables the CIC officer to track, plot and determine the position of all airborne aircraft in the area. With this knowledge at his disposal, he can quickly decide the best way to effect a rescue. Several choices of action include use of an SH-3 flying missions from a nearby carrier; use

of the ship's UH-2 or a personnel boat; or, if the aviator is nearby, a ship pickup may be advisable.

In any case, the watch in *Coontz's* CIC is instrumental in directing the rescue vehicle to the scene. The ship's air controller maintains positive control over his own UH-2 and advisory control over other aircraft participating.

Sometimes search and rescue operations keep these units at sea for over 40 consecutive days.

The dividends of this vigil maintained by Seventh Fleet units are many saved pilots. In many cases, those awaiting rescue play as heroic a role during the attempt as do those who come in to save them. Unfortunately, all attempts are not successful, although every conceivable effort is made.

"I'm hit, real bad. I'm heading for the coast," comes the message over a radio receiver as a Navy pilot, his A-4E *Skyhawk* riddled with 37 mm gunfire, fights to gain altitude for an emergency ejection over enemy territory in North Vietnam. "I have a fire—I'm ejecting."

**A** PARACHUTE billows in the sky and carries the pilot to a clearing surrounded by heavy enemy concentrations. Thirty seconds later



he is talking to his compatriots upstairs by pocket radio.

"I'm all right," he assures his wingmen, "except I think I have a broken arm. I can't move very far."

His location is in a rice paddy in the horseshoe bend of a river. From the opposite bank, North Vietnamese gunners are keeping him pinned down with small arms and machine gun fire.

Meanwhile, an airborne pilot radios a request for a rescue helicopter to the search and rescue destroyer nearest the scene. He also calls for air protection.

Then the two squadron mates commence strafing runs to protect their leader.

One wingman makes two or three passes, spraying bursts of 20 mm cannon fire. Then the second drops through the cloud ceiling. He observes a boat load of enemy crossing the river, and dives toward it. On a second pass he sees 100 or so North Vietnamese regulars swarming into the open end of the horseshoe, effectively surrounding the downed Navy pilot.

**T**HE TWO wingmen are soon out of ammunition, but continue to make low "scare" passes on the enemy to gain time for the air protection to arrive. They drop fuel tanks, bomb racks—anything that can be shaken loose from their planes in an attempt to keep the enemy from the downed pilot.

Soon two propeller-driven A-1 Skyraiders arrive. They too are low on ammo, but they commence strafing passes to fend off as many enemy troops as they can.

The downed pilot reports, "They're almost on top of me. You guys might have time for one more pass." One wingman roars in about 20 feet above the advancing troops, drawing heavy fire.

"They're almost on top of me," repeats the pilot. "They're going to get me, boys. You'd better go home. You don't have much fuel left." The Skyhawk pilots, now helpless to lend further support, yet reluctant to leave the scene, are finally forced to depart with about 15 minutes of fuel in their tanks. They refuel in flight to make it back to USS *Ticonderoga* (CVA 14).

An A-1 pilot, continuing the attack, guns in low and makes a firing pass with his last 2.75 rocket. This leaves both A-1 pilots out of ammunition. They continue to make low



**RESCUED**—Wounded pilot is removed from helicopter aboard USS *Topeka*.

passes over the North Vietnamese, just a few feet off the ground. But to no avail. The pilots see a number of troops carry the downed pilot to a small group of buildings. Five minutes later, they watch as the American is hustled out of the hut and into a wooded area, disappearing in the heavy growth.

The A-1s continue to search the area until their fuel is nearly ex-

hausted. Later it is learned that a rescue helo attempted to reach the area, but was driven off three times by heavy AA fire. The four planes involved received considerable hits themselves.

Fortunately, such heroics seldom fail to produce a successful rescue. There are many pilots operating from Seventh Fleet carriers today who can testify to that fact.

**OFF THEY GO**—Crewmembers of USS *Canberra* (CAG 2) prepare for rescue mission in South China Sea after being directed to the site of a downed plane.





COMING HOME—A4 Skyhawk comes in under direction of landing signal officer. Below: LCDR Kiehl aboard *Bon Homme Richard* (CVA 31) talks pilot down.



# Stand

Sailors who have worked aboard an aircraft carrier know the landing signal officer is a big man on the flight deck. Non-carrier Navymen, however, have a few things to learn about the man who often holds the balance between success and disaster.

The duties of an LSO are defined simply. He must help to get the carrier's planes on board as quickly as possible with the least amount of danger.

Needless to say, this task, which is so succinctly stated, requires exacting precision, some of which the landing signal officer acquires during 16 to 18 months of training time.

Training, of course, is important but perhaps the paramount need for a landing signal officer is that he have the respect and confidence of the carrier's aviators who must be ready to obey his cut and wave-off signals without question.

Although the LSO is aided by radar and television, it is his experience, training and judgment which, in the final analysis, determine whether a plane can land or whether it should be sent around the flight pattern for another approach.

Although procedures vary, planes often are guided to the ship during daylight landings by radio. Once the pilot establishes visual contact, he flies into a circular pattern at an altitude assigned him, then sets up







# By to Recover Aircraft

his approach at a specified distance from the plane directly in front of him.

When the plane enters the final landing stages, the landing signal officer becomes a very busy man. With the aid of his instruments, the LSO knows the plane's air speed and the speed of the wind over the flight deck. His principal concern, however, is the plane's altitude in reference to a predetermined glide slope. If the approach is either too high or too low, it would be dangerous for the pilot to attempt a landing and the plane is waved off. If all goes well, the plane hits the deck and is stopped by one of the arresting cables.

In bad weather, the ship's carrier-controlled approach establishes a flight pattern astern the ship from which the planes are guided to the ship by radar.

When a pilot makes his approach using the optical landing system, the LSO monitors the approach for safety, speed, attitude and altitude. He gives the appropriate signals which tell the pilot to cut or try again and, if necessary, calls for power on radio.

Crises are also a part of a landing signal officer's life. If a plane returns without an operating radio, for example, a carrier controlled approach must be made. Another plane in the same flight is contacted and the air-

craft without the radio follows it just behind and slightly to the right. The radio plane is then talked down just as though it were going to make a landing.

The landing signal officer takes over as soon as the pilot makes visual contact with the ship. When visual contact is established, the radio plane drops off to the left and the LSO controls the other plane through the use of landing lights.

Aircraft returning to the carrier without a tail hook or with inoperative or damaged landing gear present even more serious problems. In such cases, the flight deck crews erect a barricade of interwoven, reinforced nylon webbing 24 feet high at the center of the flight deck. When the barricade is ready for use, it spans

**SHARP EYES** of LSO take over as soon as the Navy pilot makes visual contact with the aircraft carrier.



the flight deck's entire width.

A barricade landing calls into play all the landing signal officer's experience and judgment for, when all is ready, the pilot brings his plane over the edge of the flight deck at the proper altitude. He must touch the flight deck before he engages the barricade net. If he touches the deck at the wrong time, the landing stands a good chance of ending in disaster.

The pilot begins his approach from far astern the carrier bringing his heavy jet down the glide slope. The LSO constantly checks air speed and altitude. As the plane nears the carrier, the LSO keeps the pilot constantly informed as to minor corrections he should make. When the aircraft is over the edge of the flight deck and the height looks good, the LSO tells the pilot to cut his engine.

If the LSO and pilot have done a good job, there is no sound more serious than that of metal straining against nylon. With luck, there is no need for the hospital corpsman who races to aid the pilot or the men in asbestos suits who are ready to extinguish a fire.

The flight deck crews dismantle the barricade, the LSO makes a notation concerning the landing in his logbook, leaves his platform and starts across the flight deck to his squadron's ready room to await the next recovery.

—Roger Busby, JO3, USN

# Want a

are open to him now, but it is important to remember that he opened them for himself. First by applying for NESEP, and then by giving what it took in time, toil, trouble, and thinking to complete that college degree.

**S**TATISTICS show that most NESEPs do obtain their degree. By the time a man reaches 21 (the minimum age for a NESEP student—24 is the maximum) he knows that life would be sweeter with a college degree. He also knows what it takes for a Navy career. Many a man, by age 21, has spent a lot of his spare time taking correspondence courses or after-hours schooling—even the men who weren't particularly good students in high school. Now, they have learned the value of education.

If not a high school graduate, a NESEP candidate must have completed at least three years of high school and have scored in the 75th percentile in each area of the GED test. He must also have a GCT plus ARI basic battery score of at least 118.

These mental measurements reveal the men with the minds for college work. Some may have wanted to go to college when they finished high school, but couldn't afford it. A few may have actually enrolled in college but were unable to keep it up. But this time the Navy will be picking up the bill for those who will serve in the new nuclear Navy, the space-age fleet of guided missile ships with electronic fire control systems, and carrier-based jets. Many NESEP graduates are wearing dolphins and wings today. Tomorrow, one may step into space, or set a new record in orbit. Many doors will open for the man who is able to open the first few for himself.

**N**ESSEP applications must reach the Chief of Naval Personnel by the first of October. The applicant will be interviewed by a board of three commissioned officers appointed by his commanding officer, who then interviews the candidate himself. If he feels the candidate is of good moral character, motivated for career officer status, and has the aca-



NESEP STUDENTS and classmates discuss studies at North Carolina State.

**T**OM OWENS enlisted in the Navy when he was 18. Today he is an Assistant Professor of Naval Science on the staff of the NROTC unit at Harvard university and a lieutenant (junior grade) in the Navy.

LTJG Owens is a NESEP graduate. He applied for NESEP (Navy Enlisted Scientific Education Program) in 1956 as a chief aviation fire control technician. He was accepted and ordered to Louisville, Ky., for four years, where he was graduated with honors from the University of Louisville in August

1961 with a BS in physics. With a college degree and completion of the Pre-Flight School at Pensacola, Tom Owens was commissioned as an ensign, USN. After a tour of sea duty aboard *uss Independence* (CVA 62) he was up for shore assignment and received orders to Harvard University as Assistant Professor of Naval Science for Marine Engineering. He says Harvard is "... all I expected—quality-wise."

Clearly Tom Owens, like other NESEP graduates, has a bright new career ahead of him. A lot of doors

## Can YOU Go NESEP?

Check yourself against this list:  
You must be between the ages of 21 and 25 years old.

If you are not a high school graduate, you must have completed at least three years and have a GED score in the 75th percentile in each area.

Your GCT plus ARI basic battery must be at least 118.

You must be physically qualified. Minimum vision up to 20/100 each eye will be waived if it is correctible to 20/20 with standard lenses and if there is no organic

or progressive disease present.

You must be a petty officer at the time of application for the program.

A conviction by either court-martial or civil court during the two-year period preceding application will disqualify you, unless it was for a minor traffic violation.

You must be recommended by your commanding officer.

Check that deadline—application must reach the Chief of Naval Personnel by 1 October. For details see BuPers Inst. 1510.69J.



# Scientific Education?

ademic potential, he endorses his application. A high school or college dropout would have to convince the board and the commanding officer that he had developed the academic attitude and the four-year drive that it takes to complete the program. A good record on correspondence courses and Fleet schools is the best evidence of educational interest.

On the second Monday in November, all candidates take a Navy-wide examination in English, advanced mathematics, and science. There is no passing or failing score on the examination. Candidates' applications go before a national selection board which examines their service records, academic records, CO's recommendations, and the breakdown of their exam scores.

**T**HE SELECTION BOARD usually adjourns in late February, and those who then receive their letter of congratulations from the Chief of Naval Personnel know that they are about to embark on a tour of shore duty that can change their lives by enhancing their careers. They have found the road that leads to the gold star.

The road to a NESEP education is not easy, but those who travel it know the rewards are great. The first milestone on the road is Naval

## Choose Your Major

### Engineering:

- Aeronautical
- Chemical
- Electrical
- Mechanical
- Metallurgical
- Engineering Physics
- Nuclear

### Science:

- Chemistry
- Meteorology
- Nuclear Physics
- Oceanography
- Physics

### Mathematics:

- Mathematics
- Systems Analysis

Preparatory School, at either Bainbridge, Md., or San Diego, Calif. Any NESEP who had forgotten how long it had been since he saw the inside of a classroom is soon reminded. For nine well filled weeks, he is drilled in mathematics, physics, chemistry, English, and is oriented toward college academic requirements.

While the NESEP is being groomed for campus at the Naval Preparatory School, his family is also having a preview of what the four years are going to be like. Their

orders read: "Due to the intensity of academic requirements at the preparatory school, dependents will remain at the student's last duty station until the end of preparatory training, then will rejoin him at the campus of his four-year duty station." So NESEP comes to mean sacrifice for the family as well as long hours of tough work for the student.

**T**HE NESEP candidate must discuss the coming four years with his wife, for the wife's attitude toward her husband's education and career can be as important as his own. The road to a NESEP education is not easy for a NESEP wife either!

The quarters provided for married students at most universities were designed for younger married couples who have fewer children than the Navy families. While her husband is hitting the books, there is little or no opportunity for conversation with him, fewer opportunities to go out for dinner and a show. Hardest of all, say the NESEP wives, is keeping young children quiet while Daddy studies. But this road has been traveled by many others.

The NESEP program is now ten years old, and its tremendous suc-

**COLLEGE TO COMMISSION**—Darrell Whitney, AO2, shows books and program he chose to help become an officer.





NAVY ON CAMPUS—Students head for classes at University of Missouri. Rt: NESEP students in math class at U. of N.C.

cess is best proven by the fact that it has been allowed to grow. Its continued remarkable success keeps it alive.

**W**HILE THIS program was being reevaluated under sharpest scrutiny during the 1962-63 academic year, 749 NESEP students won a total of 514 honors at their respective schools.

Dr. Guido Daub, professor of chemistry at the University of New Mexico, believes that the principal reason for the NESEPs' academic

success is that, as a group, they are smarter and at the same time more highly motivated than the average college student.

It is a fact that it is easier to be accepted into many colleges than it is to get into NESEP. Each year the Navy selects approximately 300 prospective NESEPs from about a 1000 applicants. The Navy literally handpicks its freshman class.

**N**ESEPs emerge on graduation day covered with honors. The Navy is not satisfied that its students be

only average. A civilian could, for instance, manage to graduate with a low grade point average, but a NESEP is not permitted to continue his studies if his grades lag. Each student is permitted to fail once. Even then he must make up the subject. If he fails twice, he goes back to the Fleet.

Many NESEPs are initiated into professional honor societies, some serving as officers. Most appear on the honor rolls at report card time. There is also a liberal sprinkling of Phi Beta Kappas among NESEP graduates, and many have been graduated *cum laude*.

NESEP graduates are scattered throughout the Navy now, serving in a wide variety of assignments both at sea and ashore; some, like Tom Owens, are back on campus as professors; most are serving aboard ships at sea; others are working toward a master's or doctoral degree in the postgraduate program open to all officers.

In the foreseeable future, these men will retire on substantially more pay than they would have received before NESEP; they will command a higher place for themselves after retirement if they choose to pursue a second career.

The four years of hard work invested by these men and their families has enhanced their careers and changed their lives by opening to them many doors and showing them many avenues previously unknown.

—John B. Mayo, Jr., LT USN

### You'll Find NESEP Located on 22 Campuses

Choose your college:

Auburn University

Auburn, Ala.

Colorado, University of

Boulder, Colo.

Idaho, University of

Moscow, Idaho

Kansas, University of

Lawrence, Kans.

Louisville, University of

Louisville, Ky.

Marquette University

Milwaukee, Wisc.

Massachusetts Institute of Technology

Cambridge, Mass.

Miami University

Oxford, Ohio

Mississippi, University of

Oxford, Miss.

Missouri, University of

Columbia, Mo.

Nebraska, University of

Lincoln, Neb.

New Mexico, University of

Albuquerque, N. M.

North Carolina, University of

Chapel Hill, N.C.

North Carolina State College

Raleigh, N.C.

Oklahoma, University of

Norman, Okla.

Pennsylvania State University

University Park, Pa.

Purdue University

West Lafayette, Ind.

Stanford University

Stanford, Calif.

Texas, University of

Austin, Texas

Utah, University of

Salt Lake City, Utah

Vanderbilt University

Nashville, Tenn.

Washington, University of

Seattle, Wash.





## Seabees Shape Up to Ship Out

**T**HE OPERATION ORDER read: "Attack, seize, occupy and defend hill 500." Vietnam? No, this was Ventura County's Camarillo Oak Grove Park in California. The orders were directed toward U. S. Naval Mobile Construction Battalion Ten, engaged in a military training exercise to help prepare them for deployment.

For each of the mobile construction battalions at Port Hueneme this exercise marks the beginning of the battalion-wide coordination of military training received at the Seabee base. The lessons learned and the weak points uncovered in the exercise are the subject of further training with the Marines.

Following training at Camp Pendleton MCB-10 deployed to Vietnam to relieve MCB-5. MCB-5 returned to its home port at the U. S. Naval Construction Battalion Center.

*Clockwise from Upper Left:* (1) R. B. Duthie, CEW3, and C. D. Schmolt CN, (rt.) move up hill 500 under cover of terrain. (2) R. D. Johnson, ETN3, of MCB-10 operates switchboard. (3) Cloud of smoke simulates antipersonnel mine during combat exercises. (4) Members of Delta Company, MCB-10, leave staging area en route to assault on hill 500. (5) R. G. Brown, CA, communicator for MCB-10 Security Company, sends message.







"SWAMP FOX" Wilbur Bailey, BM1, gives instruction on rigging. Rt: Boatswain's mates receive refresher training.

# Needed: A Battalion of Cargo

**L**AST JUNE found Da Nang Harbor jammed with cargo ships carrying material for U. S. efforts in Vietnam. To get things moving, the Navy's Cargo Handling Battalion One was called in to help get the needed cargo to the beach.

Within a 24-hour notice a detachment of four officers and 140 men from the battalion at Norfolk shouldered their war bags and were airborne for Vietnam.

CHB-1 is the Navy's only fully operational cargo handling battalion in the Atlantic Fleet. Composed of eight officers and 216 men, it is on constant standby status to meet commitments throughout the world.

As stevedores they are the Navy's experts in loading-out and offloading Navy and merchant cargo ships. In the case of the Da Nang deployment they not only helped unload, but supervised U.S. and Vietnamese men to do the job.

A sister battalion in the Pacific, CHB-2 which is normally home-based at Subic Bay in the Philippines, is now deployed to Vietnam.

CHB-1 traces its history back to World War II when such battalions were created to set up supply bases in the forward areas of the Pacific campaigns. After the war, these were disestablished; however, some Navy projects still needed stevedore work, and in October 1949, Cargo Handling Battalion One was commissioned.

Not only is the battalion operational, but it serves two other purposes: to train Fleet, Reserve, and Bureau of Naval Personnel assigned men, and to serve as a prototype for Navy planners should more battalions need establishing.

The battalion is a tenant command at the Norfolk Naval Supply Center's Cheatham Annex.

**T**HERE ARE virtually no disciplinary problems and retention is high, even though the mission often calls for many personal sacrifices.

Most battalion members like their work because of the excitement. One such sailor, Seaman Charles L. Gurney, volunteers for every deployment.

"I've been to Antarctica twice and to Vietnam," said Gurney, who is a baker while at Cheatham.

Everyone in the battalion, like Gurney, leads two lives. While deployed they are stevedores, but when at home they either instruct or work at general tasks around the battalion headquarters.

The battalion's officers are Supply Corps, except for one Civil Engineer Corps officer. The enlisted men are about 65 per cent boatswain's mates, 25 per cent Seabees, and 10 per cent administrative and clerical.

Probably nowhere else in the Navy is there a greater concentra-

tion of boatswain's mates, though they are not easily recognized because of their green working fatigue uniforms. While at "home" the senior BMs are instructors.

The Seabees maintain all the battalion's vehicles and heavy equipment and operate them in the field. Come also lend a hand in instructing trainees in shoring and lashing cargo.

**A**LTHOUGH they can be ordered anywhere, anytime, there are some standard types of deployment. These include loading-out and offloading ammunition ships at East Coast ports and handling cargo for amphibious type ships in support of the Atlantic Fleet Marine Force.

The battalion sends two detachments annually to Operation Deep Freeze in Antarctica to work with air and ship cargo and to transport supplies to inland dumps.

The battalion is also called on to support large scale amphibious operations, such as Steel Pike in 1964 off Spain. In that instance a 175-man detachment, berthed in an LST offshore, went aboard chartered merchant ships to offload material for the Marines in the exercise.

Trainees who are assigned to the battalion have to be conditioned for the rigors of stevedore work. For eight weeks the fledgling stevedores, many of whom come from recruit





INSTRUCTORS ponder training board.

# Handlers

training, are instructed in cargo handling, small arms and the elements of guerrilla warfare.

"We emphasize physical fitness," said Boatswain's Mate First Class William J. Bailey, better known to his fellow instructors as "Swamp Fox." "Often we get men who cannot even do two or three push-ups. In order to make the grade here a man has to be in good shape."

Swamp Fox is also the "head aggressor" during a two-night bivouac at the end of training period. On the two nights the trainees set up a base in the woods and establish a defense perimeter.

**F**OR TWO WEEKS before the bivouac the new stevedores have been in their military phase of training and now must demonstrate what they have learned.

The aggressors are, numerous and the harassment is plentiful. No blood flows from injuries, but white flour marks the man who becomes a battle casualty. The aggressors are, of course, instructors and old-hand stevedores led by Swamp Fox and armed with small flour bags for ammunition.

The first part of the trainees' eight-week course consists of instruction in handling various materials, operating cargo equipment, and dock work.

Since the greater part of their



FLEDGLING STEVEDORES practice running loaded forklifts on obstacle course.

work will be aboard ships, they are given extensive training in marlin-spike seamanship, shoring and lashing, cargo stowage and winch operation.

The battalion grounds have a "working cargo station" complete with kingpost, booms, steam winches and a hold that enables the trainees to get on-the-job training at Cheatham.

For realistic training, several times a year the stevedores and trainees load-out a merchant or MSTs ship at Cheatham. It is at the Annex that the bulk of the Supply Center's refrigerated food stock is kept for overseas shipment.

In addition to the men assigned to the battalion, trainees come from many sources. When operations schedules allow, deck personnel from Atlantic Service Force reefers

and ammunition ships attend one- to two-week courses.

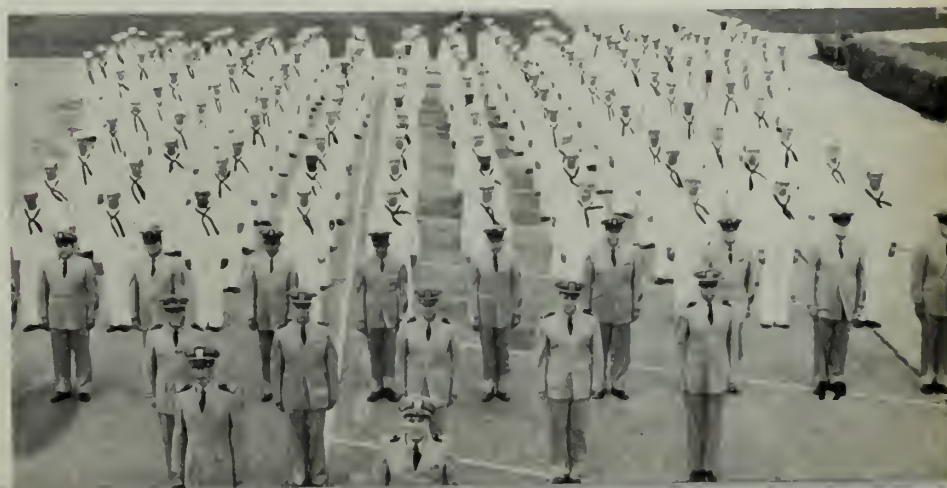
A special four-week course is conducted periodically throughout the year for senior boatswain's mates who are being transferred from sea to shore duty. Selected by the Bureau of Personnel, these sailors are given refresher training in shipboard cargo handling.

Should the need for experienced cargo supervisors arise anywhere in the Navy, these stevedores can be recalled from their shore duty to beef up a cargo handling battalion.

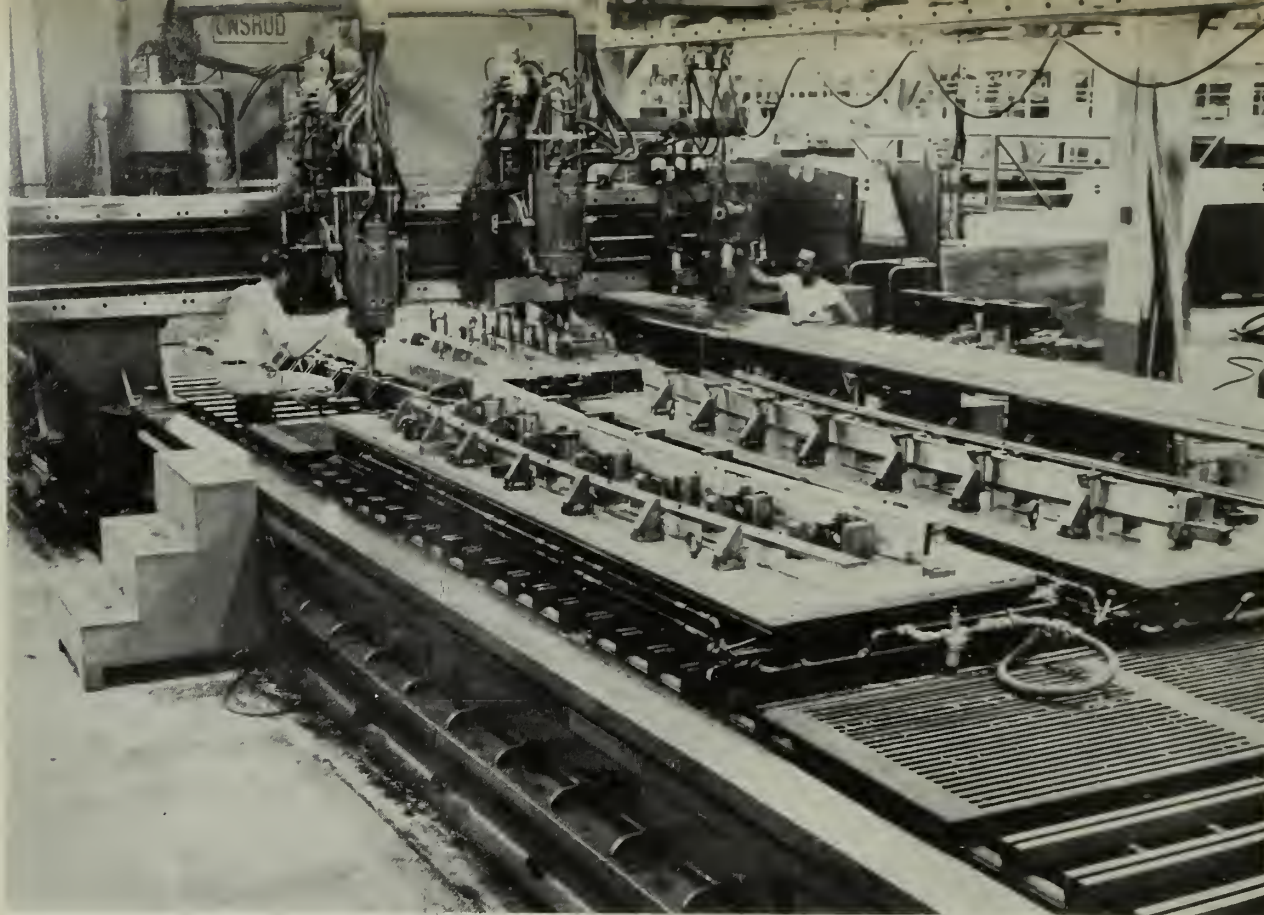
Another part of the battalion's training program is for Reserve Supply Corps officers. This two-week course qualifies the officers, among other things, to act as safety officers aboard cargo ships should they be mobilized. —Bill Weesner, J01, USN.

—Photos by George Mohan, PH2, USN

BATTALION was together (for below picture) for first time in five years.







DIPEC DEAL—This mill used in making aircraft skins is available through Defense Industrial Plant Equipment Center.

## SAVED: A COOL \$100

**I**F YOU'RE in the business of building, testing or maintaining weapons or virtually any other Navy equipment, it is to your advantage to become acquainted with a relatively new Defense center at Memphis, Tenn.

Called DIPEC (pronounced "dye-peck"), the Defense Industrial Plant Equipment Center is now responsible for redistributing Defense-owned idle industrial plant equipment. The center is a field activity of the Defense Supply Agency.

What kind of equipment is handled by DIPEC? It includes those high value items of metalworking, electrical-electronic and general purpose plant equipment owned by the Department of Defense.

If you happen to need a new item, Defense policy requires a "preprocurement screening" of the DIPEC idle inventory.

Much of the DOD-owned indus-

trial plant equipment is in use in defense contractor plants, or at military bases, naval stations and even aboard ship. When an assignment is completed and the equipment becomes idle, it is directed by DIPEC to another user or is moved into one of the several DIPEC-operated storage/rebuild sites to be made ready for another user.

The total active and idle inventory of equipment recorded at DIPEC amounts to \$3.5 billion. The Navy, as well as the other members of the armed services, is cutting costs by obtaining equipment through DIPEC instead of buying new items.

**F**OR EXAMPLE, the Naval Air Engineering Center at Philadelphia needed an altitude test chamber for a Naval Air Systems Command (formerly BuWeps) program. Their request was sent to DIPEC for screening. An item of this type had

been declared idle by a defense contractor, also located in Philadelphia. It was promptly sent to the Center. If the Navy had been forced to buy a new chamber, it would have cost more than \$130,000.

A roller hearth furnace was requested by an aircraft manufacturer in East Hartford, Conn., for use under a Navy contract. The Naval Air Systems Command agreed that an idle furnace at a DIPEC storage site would serve the purpose, and DIPEC ordered immediate shipment of the equipment to the aircraft plant.

A boring and turning machine was needed by another manufacturer at Minneapolis, also for use on a Navy contract. Such an item, located at Cheektowaga, N. Y., had been declared idle and was shipped directly to the contractor.

Another example of the manner in which the new Defense Center is



able to help the armed services is its success in locating a boring and turning machine requested by the Philadelphia Naval Shipyard. A government contractor had declared such an item idle in Vermont. DIPEC sent it to the shipyard in short order. This example of togetherness saved a tidy \$126,025, plus a tidy amount of paperwork and time.

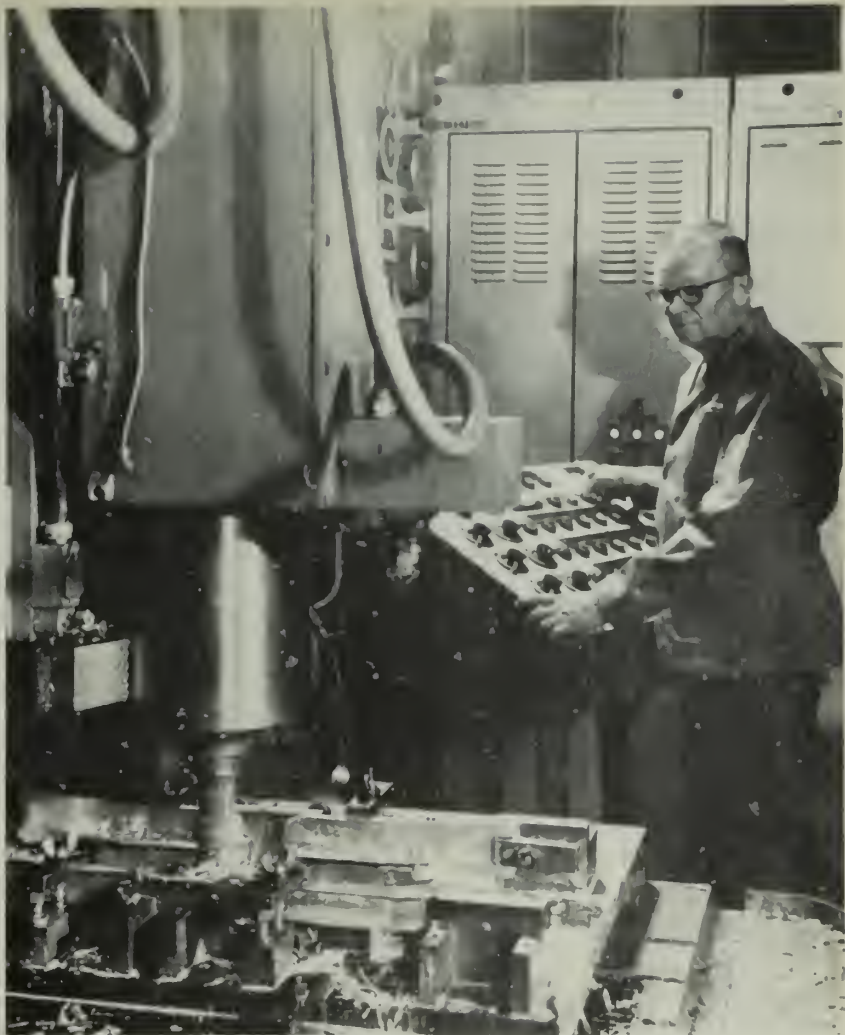
**A**LL BRANCHES of the military continually examine DIPEC inventories in search of machinery. Since the center concerns itself only with items valued at \$1000 and above, the savings effected by supplying such equipment can climb to an impressive figure.

Whether you're looking for a 250-ton mechanical press, forging hammer, boring machine, lathe, or other hard-to-find item, a visit or call to DIPEC in Memphis might save money.

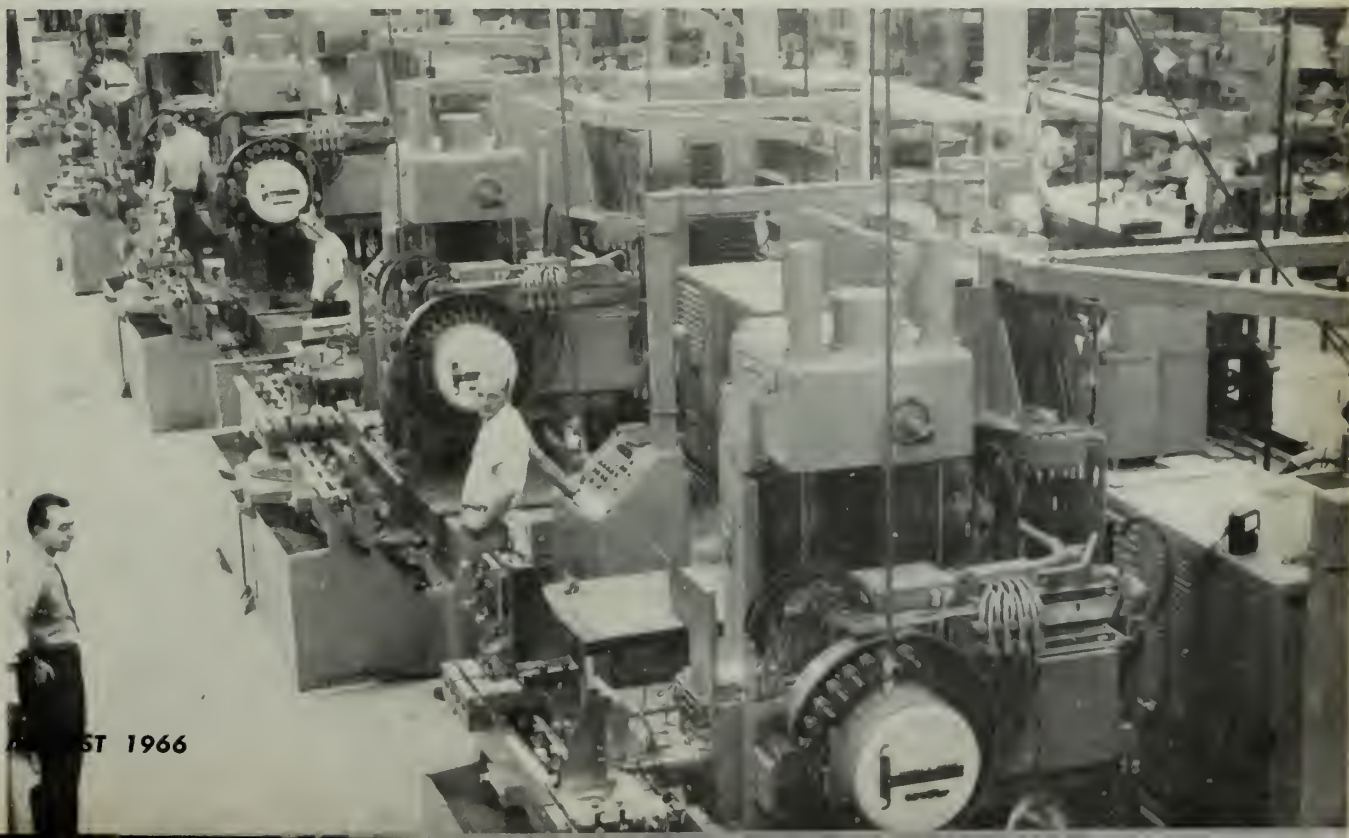
During the first nine months of fiscal year 1966, DIPEC posted savings for the military departments in excess of \$100 million under the DOD Cost Reduction Program.

DIPEC, as a major field activity of the Defense Supply Agency, reports to Agency Director Vice Admiral Joseph M. Lyle, SC, usn.

# MILLION



**BIG DEALS**—Located in Memphis, DIPEC is saving U.S. many dollars by redistributing Defense-owned industrial machinery like complex gear shown here.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ACTIVE—Gasoline tanker USS Elkhorn had busy cruise off coast of Vietnam.

## Salamonie Has Two Bows

Wearing a silver bow (not to be confused with wide bow)—this one on her stack to commemorate her 25th year of continuous active service, USS *Salamonie* (AO 26) presented quite a quaint appearance as she entered Naples, Italy, harbor. The Sixth Fleet oiler then became a center of attraction for some partisan Navy officers.

Included in the group who came aboard to pay homage was Rear Admiral Philip A. Beshany,

USN, now Chief of Staff for Logistics at Allied Forces Southern Command in Naples. Admiral Beshany commanded *Sal* five years ago, when she celebrated her 20th anniversary—a ceremony that also took place in Naples.

The ship's present CO, Captain L. W. Hay, USN, chose the stack design from several submitted as the most appropriate for the fleet old lady of the Fleet (who, incidentally, seems to have a strong attraction for Naples).



## New Construction

Three ships have been launched, one commissioned, and another has had its keel laid.

The destroyer tender *Samuel Gompers* (AD 37) was launched at Bremerton, Wash., first of its type built since 1945. When commissioned next year, *Gompers* will provide support facilities for all destroyer-type ships. In addition to the normal supply and repair jobs, she will provide support to missile systems, antisubmarine warfare weaponry, advanced communication and electronic systems, and nuclear propulsion plants.

*Gompers* is 644 feet long, has an 85-foot beam, and displaces 20,500 tons fully loaded. Her armament consists of a single 5-inch/38 caliber gun, and six 50 caliber machine guns.

*Samuel Gompers*, for whom the ship is named, was the first president of the American Federation of Labor, and served as such until his death in 1924.

Also launched was the amphibious transport dock *Cleveland* (LPD 7), at Pascagoula, Miss. She is 570 feet long and has a displacement of 16,500 tons fully loaded. She is scheduled to be commissioned in December.

The 40th fleet ballistic missile submarine *Francis Scott Key* (SSBN 657) was launched at Groton, Conn. With her launching the FBM submarine program now includes 35 commissioned, five launched but not commissioned, and one under construction. *Key* is scheduled to be commissioned in December.

USS *Fox* (DLG 33) was commissioned. A *Wainwright* class guided missile frigate, she is 547 feet long, 55 feet wide, with a full-load displacement of 7900 tons. Her armament includes antisubmarine rockets (*Asroc*), *Terrier* anti-air missiles, a 5-inch/54 caliber gun, two 3-inch/50 caliber machine guns, Mark 25 and Mark 32 torpedo tubes, and *Dash*.

*Fox* is the first ship assigned to the Pacific Fleet (San Diego) that can launch both *Asroc* and *Terrier* from the same launching system. She carries the latest sonar and radar equip-



ment, and is equipped with NTDS computers.

The keel was laid for the submarine tender AS 36 at Quincy, Mass. It will be named for Lawrence York Spear, a pioneer in submarine development.

A graduate of the Naval Academy, Spear left the Navy in 1902 to join a firm involved in building some of the Navy's first submarines. His contributions to submarine engineering include the partial double hull, which makes deep-diving submarines possible, and the welded hull, which replaced the riveted version. He died in 1950.

AS 36 is the first of a new class of tenders for nuclear attack submarines. Designed to provide logistic support for 12 attack craft and alongside services to another four, the ship will be 644 feet long and displace 22,640 tons fully loaded.

### New Stern Look for *Muliphen*

Because her commanding officer worried about taking so long to get C rations to troops ashore, *uss Muliphen* (AKA 61) has added a bustle to her stern.

A portable cargo platform causes *Muliphen* to look considerably different from her sister ships in the Atlantic Fleet. It also can reduce considerably the time once needed to deliver high priority cargo.

She doesn't always reveal her stern platform, which looks like a helicopter deck, but isn't. When she chooses, she stows it in a cargo hold. It can be shed in two and one-half hours; replaced within five.

*Muliphen's* CO, Captain Leonard M. Nearman, who also happens to be a naval aviator, originated the idea. The idea seems to work, so far. As CAPT Nearman sees it, the platform can be used during all phases of an amphibious operation, as well as during rapid underway replenishments at sea. To date, helicopters have hovered with apparent ease over the cargo platform as the ship dispatched, via vertrep, cargo, light freight and people.

Helicopters that will lift the cargo can come from nine other ships within the Amphibious Force. These include amphibious assault ships such as *uss Guam* (LPH 9), the amphibious command ship *Pocono* (AGC 16) and the amphibious transport dock *Raleigh* (LPD 1).

Weighing about 5000 pounds, the platform does not noticeably change *Muliphen's* seaworthiness and stabil-



SLEEK AND NEW amphibious transport dock *USS Duluth* (LPD 6) rests beside Norfolk pier. Crew is undergoing training before transfer to the Pacific Fleet.

ity. It is located so the ship's regular cargo booms can be used to handle loads.

The platform is not a helicopter landing platform nor is it intended for that purpose. It is designed to accommodate standard helicopter cargo loads under slight to moderate sea and wind conditions. When not in use, it is stowed below decks. A portable nylon safety net, similar in design to that of permanently installed platforms, is rigged on the outboard and rear of the platform when in use.

"There's still plenty of life in *Muliphen* and the other 20-year old APAs and AKAs," says *Muliphen's* skipper. "This just helps to prove it."

### Miss America Is Beautiful

One of the most popular passengers aboard *uss America* (CVA 66) is Miss America. This Miss America didn't receive her title at Atlantic City and her vital statistics (weight 21,500 pounds) wouldn't win the diadem at any beauty pageant. She is, nevertheless, a mighty popular gal aboard the 77,600-ton warship.

Miss America is a plane—a twin-engine C-1A *Trader*. She is, in fact, the only plane the carrier can call her own. All the other aircraft on board are assigned to the ship's embarked air wing.

Miss America proves her worth daily serving the ship and her crew. Sometimes there are emergencies—some more pressing than others.

There was the time, for instance, when 1000 of the carrier's crew members were stranded ashore at Livorno, Italy, because rough weather in the bay had put the ship's utility boats out of action.

Miss America pitched in to help the choppers of Helicopter Combat Support Squadron Two. Within the next 12 hours, she had made 13 arrested landings, bringing aboard 35 passengers and two tons of cargo and mail.

Cargo and mail, in fact, are a big part of Miss America's job since she is the principal means of speeding the crew's letters on the first leg to their destination.

Miss America has also been known to make emergency runs carrying whole blood when it was needed and to take members of *uss America's* crew ashore on emergency leave.

For 30 pilots on board the carrier, Miss America is also the means for logging flying time. Needless to say, this requirement keeps the plane's five-man crew pretty much on the run.

Although Miss America's crew must be ready to fly on short notice almost any time during the day or night, there are compensations. At sea, in the Mediterranean, the plane is often used to ferry personnel to ports in advance of the carrier's arrival. What better way for Miss America's five crew members to get a head start on their shore leave?

—Mike Cleveland, J03, USN



**CAREER COUNSELORS** aboard USS *Hassayampa* (AO 145) brief CO on retention efforts being carried out aboard the ship. *Hassayampa* has 13 POs on collateral duty as counselors in effort to raise her reenlistment percentages.

### Seagoing Counselors

E-f-f-o-r-t is the key to a successful career counseling program in USS *Hassayampa* (AO 145). Crewmembers in this Pearl Harbor-based Fleet oiler are engaged in an energetic drive to boost the retention rate of fellow Navymen—especially those completing their first enlistment.

Thirteen *Hassayampa* senior petty officers, after completing a course on career information and counseling, are now assigned collateral duties as counselors. They personally approach other crewmembers regarding career prospects and benefits. Their goal is to describe the opportunities available to an individual so he has better information on which to base his decision for the future.

Coordinating this effort is a senior chief personnelman, who was assigned to the ship by BuPers as a

### New Orleans Revisited After the Storm

New Orleans was reminded briefly of Navy efforts in the 1965 Hurricane Betsy disaster as Navymen from U. S. Naval Air Station, New Orleans received recognition in a recent ceremony.

Captain (then Commander) Phillip T. Bankston, USNR, received a gold star in lieu of a subsequent Air Medal for piloting a Navy helicopter to the rescue of 324 people on 10-11 September, despite turbulent winds, low ceilings, heavy rain and poor visibility.

Captain (then Commander) Joseph T. Katz, USNR, was given an Air Medal for evacuating 49 persons from the flooded area. He piloted his helicopter perilously close to power lines, trees and other obstructions while positioning the aircraft for the hoisting of stranded survivors.

A third Air Medal went to Lieutenant Commander David E. Musselman, USNR, who was pilot of a helicopter which rescued 526 persons from the flood in a two-day period.

Coast Guard Commendation Medals were given to:

- Elmwood E. Bauer, Aviation Structural Mechanic (Structures) 1st Class, USNR, for directing the pilot of a helicopter around various hazards and aiding the pilot in making hazardous approaches to disaster victims. During the flights, Bauer hoisted 87 people aboard.

- Leonard C. Brondum, Jr., Aviation Machinist's Mate (Reciprocating) 1st Class, USNR, for aiding his pilot during their flights and hoisting 34 people into the aircraft.

- Milton W. Grimes, Aviation Machinist's Mate (Reciprocating) 1st Class, USNR, for directing his pilot during approaches over rooftops in the flooded area and for hoisting 12 people aboard the helicopter. On one occasion Grimes was lowered on the hoist to help another person aboard.

- Jack E. Stice, Aviation Anti-submarine Warfare Technician 1st Class, USNR, for aiding the pilot of a helicopter during flight and for the rescue of 230 survivors of the disaster.

- Lieutenant Commander David E. Turner, USNR, as copilot of LCDR Musselman's helicopter. During the missions, LCDR Turner alternated with the pilot in making hoist and hover pickups from dangerously confined spaces.

A Coast Guard Letter of Commendation went to Captain William F. Chaires, USN, commanding officer of the air station, for his service as copilot of one of the helicopters during an evacuation of 14 people from a school rooftop. When the aircraft crashed in 10 feet of water, due to a mechanical failure, CAPT Chaires opened the emergency hatches in the passenger compartment, permitting everyone

to get out of the aircraft safely.

Captain Katz was also given a plaque by the mayor of New Orleans.

Three others, copilots Lieutenant Commanders Robert Weygand and Walter Kuefel, and aircrewman Charles E. Butler, Aviation Machinist's Mate (Reciprocating) 2nd Class, USNR, were not present to receive Coast Guard Commendation Medals, but will be given them at a later date.

Rear Admiral Pierre N. Charbonnet, commandant of the Eighth Naval District, made the presentations. Rear Admiral James D. Craik, USCG, commander of the Eighth Coast Guard District, was also present at the ceremony.

The New Orleans-based destroyer USS *Hyman* (DD 732) was also awarded a letter of commendation at a later date from the Commandant of the Coast Guard for her work in helping to locate a sunken chlorine barge in the aftermath of Hurricane Betsy.

The barge sank in the Mississippi River near Baton Rouge during the storm and the possibility of escaping gas posed a serious threat to the city for several days. *Hyman* used her sonar to search the river bottom and directed Navy aircraft during the five-day search. The barge was found and has since been recovered from the river (see ALL HANDS, December 1965, page 2).



full-time career counselor, to assist the commanding officer in evaluating the effectiveness of the Career Information counseling concept.

Prospective reenlistees are advised on special schools, bonuses, fringe benefits, promotion opportunities and other advantages of making a career in the Navy.

*Hassayampa's* skipper likes this approach of putting many heads together to obtain the desired results. As might be expected, successful career counseling programs reflect the personal interest of commanding officers and other officers and petty officers on board.

### **Tortuga on Station**

The landing ship dock *uss Tortuga* (LSD 26) recently relieved *uss Belle Grove* (LSD 2) as support ship for river patrol boats in the Rung Sat Special Zone, an area starting eight miles south of Saigon and extending to the South China Sea.

There wasn't much time for a ceremony. The first day her river patrol boats made several night patrols, and she launched five helicopter reconnaissance flights and one helicopter strike against the Viet Cong.

These patrol boats have reportedly been highly successful in preventing the Viet Cong from crossing the rivers in the area at night. The Navy boats work with Coast Guard and Vietnamese Navy units on patrols.

The helicopter strike, launched just before 2000, apparently succeeded in eliminating several Viet Cong.

*Tortuga* is an ideal ship for river patrol operations. Her well deck, which extends forward over 390 feet from the stern tailgate, will accommodate most types of landing craft and small boats.

The addition of a superdeck over the after part of the well deck allows *Tortuga* and other LSDs to serve as floating bases for helicopters, which, of course, are the latest thing in amphibious warfare.

### **Festival at Shimoda**

One fine day in Shimoda 112 years ago, the local citizens looked out at their harbor to find four black ships anchored there. The ships, of course, were commanded by Commodore Matthew C. Perry, who was responsible for ending Japan's centuries of isolation.

The occasion is still celebrated each year in Shimoda and, this year, the U. S. Navy was represented by



KEARSARGE marchers are reviewed, Armed Forces Day Parade, Torrance, Cal.

*uss Coontz* (DLG 9) and *Rogers* (DD 876).

Salutes were fired, speeches were made and there were parades, baseball games and receptions. During the observance, five Navymen in Perry's crew who died in Shimoda were honored by wreath-laying ceremonies in which both United States and Japanese officials took part.

### **George Washington Fires A-3**

USS *George Washington* (SSBN 598) observed an anniversary of sorts recently when she fired her first A-3 *Polaris* missile from beneath the sea off Cape Kennedy.

*George Washington* was, of course, the first submarine ever to fire a ballistic missile while submerged. The missile was the A-1

**HIGH UP RE-UP**—Ronnie C. Glass, Air Controlman 2nd Class, is given reenlistment oath in NAS Whiting Field control tower, where he is a section leader.



### Memories of Nimitz

His illustrious naval career began in September 1901, when he was 16 and one-half years old and entered the Naval Academy as a midshipman. Still on active duty when he died more than 64 years later, he had no qualified challengers for the title of "Navyman with the most years of continuous active duty," and he had served his last 21 years as a Fleet Admiral.

The reference could be to none other than the late Fleet Admiral Chester W. Nimitz, USN, whose dedication and accomplishments marked him as one of the great naval leaders of all time.

Personal memories of our national heroes fade with the passing of generations, then are superseded by the historian's portraiture. Now

is the opportune time to collect all available memorabilia of Fleet Admiral Nimitz, to preserve properly or record them for future generations.

The Director of Naval History has an excellent collection of correspondence, documents and personal effects of Fleet Admiral Nimitz and would like to round it out further, adding as much as possible.

If you have anything to offer, be it in the form of recollections, copies of correspondence, reminiscences, reflections or comments about Fleet Admiral Nimitz during any phase of his career, please address your response to: Director of Naval History, Navy Department, Washington, D. C. 20350.

version of *Polaris* which had a range of 1200 nautical miles.

Although the A-3 missile has been operational for some time, *George Washington* only recently completed the extensive overhaul which gave her the capability of firing the weapon.

As *George Washington* returns to sea on her sixteenth deterrent patrol, her missile firing capability will have increased by more than one thousand nautical miles since that day she fired her first *Polaris* missile only six short years ago.

### Tappahannock Recommissioned

The Fleet oiler *uss Tappahannock* (AO 43), a veteran of nearly every major campaign in the Pacific during World War II, was recommissioned recently at New Orleans.

An in-again, out-again ship, *Tappahannock* is being put in commission for the fourth time in her long and distinguished career. She was first commissioned 22 Jun 1942, and shortly thereafter began her wartime replenishment activities which were to earn her nine battle stars.

*Tappahannock's* refueling jobs took her all over the Pacific, and she participated in such famous operations as the Gilberts campaign, the Marshalls campaign (including the battle of the Philippine Sea and the capture of Tinian and Guam), the Leyte invasion landings, the liberation of the Philippine Islands, and the capture of Okinawa.

Near the end of the war, *Tappa-*

*hannock* rendezvoused off the coast of Japan with the carrier task group of the Third Fleet which was conducting air strikes on Japan.

She was decommissioned at San Diego 1 Jun 1950, recommissioned 4 Jan 1951, decommissioned 23 Dec 1954, recommissioned 12 Dec 1956, decommissioned 18 Nov 1957, and recommissioned 31 May 1966.

*Tappahannock* is manned by a crew of 14 officers and 263 enlisted men. She is 520 feet long, with a beam of 68 feet. She is designed for a speed of 18 knots, and her liquid fuel capacity is nine million gallons.

END OF THE LINE—Rear Admiral W. H. Baumberger, COMCRUDESPEC, is brought aboard cruiser *Topeka* during visit to ships in Vietnam waters.



### The 'Fighting Saint'

The only all-gun heavy cruiser in the Pacific Fleet recently celebrated her 21st birthday, coming of age after a career which so far has involved her in World War II, the Korean conflict and the present action in the South China Sea. *uss Saint Paul* (CA 73) has played a distinguished role in both the wartime and peacetime Navy.

For two years before entering the Long Beach Naval Shipyard recently for overhaul, the "fighting saint" was flagship for Commander First Fleet. Her activities during this period carried her to such ports as Pearl Harbor, San Francisco, Portland, Seattle and Vancouver, British Columbia.

During her first visit to Seattle in 1964, she picked up a contingent of motion picture people to shoot scenes for the film "In Harm's Way." In June 1963 *Saint Paul* participated in a combined naval operation for President John F. Kennedy.

This may appear to be a cushy routine, but *Saint Paul* has not always been so domesticated. Before the First Fleet assignment, the 17,200-ton warship was deployed to WestPac intermittently since World War II. A large portion of this duty in the Far East was spent as flagship for Commander Seventh Fleet.

Routinely patrolling potential trouble spots in WestPac, *Saint Paul* called at Saigon, South Vietnam, in October 1960.

In World War II, *Saint Paul's* activities were brief but eventful. She received her baptism of fire on 29 Jul 1945, during the night bombing of the Japanese home island of Honshu. She remained variously engaged in the area until 9 August, when she fired her last shot in the battle. Shortly afterwards, *Saint Paul* steamed into Tokyo Bay in company with other Fleet units to take part in the surrender ceremonies.

At the outbreak of the Korean conflict, *Saint Paul* was flagship of Commander Cruiser Division One, assigned to patrol the Formosa Straits. She entered directly into the war two months later as part of Task Force 77.

During the first part of the conflict, *Saint Paul* took part in at least two of the major land-sea engagements—the shelling of Wonsan when the communist Chinese entered into action and the 12-day evacuation of Hungnam, culminating



on Christmas Eve 1950. *Saint Paul* was the last United Nations ship to leave the harbor.

Later, the heavy cruiser employed her guns in the two-month-long battle of Angkor Hill, when she and other UN ships shelled the mountain with high explosives 24 hours a day.

Soon an overhauled *Saint Paul* will be back on the line, wherever she is needed, and now that she has become of age, who can predict what new challenges she will accept?

### Hardly Time to Get Wet

If he were a doughnut being dunked, he'd hardly have had time to get soggy. It was that fast.

It happened in the Mediterranean Sea, as the combat stores ship *uss Sylvania* (AFS 2) was replenishing *uss Springfield* (CLG 7) alongside, while two helos shuttled back and forth vertrepping *Saratoga* (CVA 60). A *Springfield* seaman, Ronald W. St. John, was working near the side when a cargo hook snagged his life jacket and flipped him into the water.

Within 10 seconds one of the UH-46A helos was hovering over the swimming sailor. The helo's crew shifted from replenishment to rescue rigging and hauled him aboard. Three minutes had elapsed since he had gone over the side. And another sailor knows why they're called angels.

**GOING HUNTING**—Flight deck crew prepares to move *Tracker* to catapult.



**PILOTS' FRIEND**—Copters are doing a great job rescuing pilots off Vietnam.

### A Leader of Leaders

If letters of commendation are a criterion of success, Chief Electrician's Mate Leslie R. Andrew has a good thing going.

Each year, Chief Andrew conducts leadership classes for about 450 men of Submarine Flotilla One aboard the San Diego-based submarine

tender *uss Sperry* (AS 12).

The chief works to achieve several objectives during his two-week course. He wants his students to know the importance of their leadership and he tries to develop dynamic leadership in them. He also aims to keep them more aware of the need for forcefulness, self-expression and an outstanding military bearing.

He generates initiative and teaches his students how to train and supervise their men; instructs them in career progression and caring for the general welfare of their subordinates. Finally, he creates the desire to plan a self-improvement and education program.

In addition to his leadership curriculum, Chief Andrew has added a course on the United States' position in Vietnam.

Chief Andrew wasn't new to the classroom when he came aboard *Sperry*. He had, in fact, just completed six years of teaching leadership and related subjects. According to the chief, his secret of success is using an adult approach.

Whatever the secret is, according to the Flotilla unit commanding officers, the chief's students are a lot more aware of current events, more active in their studies—and they advance in rate more rapidly than those who haven't had the benefit of the course.



**ALL THE WAY EAST**—Salvage ship *USS Opportune* (ARS 41) and fleet tug *USS Shakori* (AFT 162) made trip around the world while towing British salvage craft to Philippines for use by U.S. Navy in WestPac salvage operations.

### *Topeka* Crow Hunters

Everybody has a system and the men aboard *uss Topeka* (CLG 8) are no exception. Judging from the results, the system is a good one, for six out of seven *Topeka* yeomen who went crow hunting last February bagged one. They are successful, they say, because of a study program conducted by Lieutenant (jg) Carroll R. Buse.

The approach is simple. The lieutenant organizes a group of four to seven men to meet once a week. One man is elected group leader and the study material is divided by the number of weeks remaining until

exam time. The last week is left free.

Each man formulates 10 questions from study material assigned to him each week. The material is combined in a test given to the group the following week and the answers to all incorrectly answered questions are thoroughly discussed. The last week of the study period is devoted to a final review.

Although it is too late to put the *Topeka* method into practice for the August exams, the system might be a good idea for the men who missed out on this go-round and for those trying for advancement next February.

### Hand-Cranked Radar

If it's not in the book, you sometimes have to write a new chapter to fit your particular situation.

Such was the case when *uss Cacapon* (AO 52) lost the use of her radar as she was steaming to provide refueling services for amphibious forces engaged in Operation Jackstay off the Vietnam coast. The drive motor which should have kept the antenna turning, didn't.

The shallows around the mouth of the Mekong River are treacherous. *Cacapon* had to have radar. The solution: manpower. A hand crank was rigged, consisting of a pulley with a shaft extension. For several days (and nights) the ship's radar gang took turns climbing to the platform 100 feet above the main deck to turn the radar antenna by hand. *Cacapon* had radar.

### Severn's Do-It-Yourselfers

The problem was to update living conditions aboard an oiler which was built in 1944 and looked it. The methods included scavenging, do-it-yourself, and lots of imagination. It began just over a year ago when *uss Severn* (AO 61) entered Boston Naval Shipyard for her regular overhaul.

The first project was to air-condition all messing and berthing spaces. The major problem of financing was overcome by sending a small task force to Bayonne, N. J., where several AGRs were being decommissioned.

While scrounging the air-conditioning equipment, the *Severn* crewmembers checked on the carrier *Franklin* (CVA 13), which was also being salvaged. When they had finished their scavenging—all official and authorized, be it noted—the task force returned to *Severn* with enough CPO-type bunks to replace all the crew's existing canvas ones, plus desks, chests of drawers, mattresses, fans, safes, and so many other goodies that the ship had to get special storage facilities to handle it all.

Next, the crew began to learn interior decoration. A tile-laying team was trained to lay the ship's six colors of tile as fast as they could find a space clear of yard workers for the night. Glistering new decks made the old bulkheads look pretty drab, so decorator colors appeared in place of the haze gray.

**THINGS ARE LOOKING UP** for 26 men who recently received promotions at NavSta, San Juan, P. R.





New insulation, false overheads, and wood paneling went up. Deck seamen learned to do a professional job of tile-laying; stewards became carpenters. Each day saw new improvements. *Severn* began to look like a home.

Over 200 salvaged fluorescent fixtures replaced light bulbs in all messing, berthing and working spaces. The old barber shop became a beautifully mirrored, tiled, and paneled space, and the laundry received enough equipment to stave off its usual weekly breakdown for another 10 years. Also installed was a steam press for the individual use of the crew.

The First Class Lounge was refurbished, and a new library built which would house twice as many books as the old one, and still leave room for a paneled crew's lounge and lecture room. The mess deck was paneled and painted, and a false overhead installed.

Then came privacy screens between bunks, individual bunk lights, diffused overhead lighting, stainless steel ladder treads and kick plates, shower mats, and lots more.

The next *Severn* project was a ship-wide AM-FM stereo entertainment system using radio, stereo tapes and records.

A special feature of the system is the use of stereo control boxes at each man's bunk. These allow individual control of volume and balance of the music which is piped into stereo headphones.

The headsets can be bought at cost through *Severn's* ship's store.



**SPRINGFIELD'S METS**—Two USS *Springfield* Freebooters vie for ball with Yugoslavian player in soccer match. Freebooters now have enviable 1-8 record.

The entire system is the result of off-duty labor by *Severn's* electricians, electronics technicians, radiomen, and shipfitters. The system proved so popular that the first hundred headsets were sold before more could be reordered.

Where did all the material come from? Ingenuity and imagination took the place of money.

- Authorization was obtained from COMSERVLANT, under whose auspices the AGRs were decommissioned, to get the air-conditioning equipment.

- COMNAVAIRLANT authorized the

Service Forces to take what was needed from *Franklin*.

- Penny-pinching OpTar funds allowed *Severn* to do the major part of her rehabilitation.

- The entertainment system components were carefully purchased with an eye to the best quality for the best price out of recreation funds built up from the sale of soft drinks and ice cream.

*Severn* still is not a palace. But she's different.

—Sixten Netzler, LTJG, USN.



**TEAMWORK**—SEATO sailors get instruction on use of jai-alai cestas (baskets).

## Interservice Wrestling

Navymen could muster only one title and one runner-up spot in the 1966 Interservice Wrestling championships held at Ft. Riley, Kans., as the Army team swept top honors with 10 trophies.

Ensign G. F. Franzen, *uss Constellation* (CVA 64), defeated Sp4 Mark Lundberg, 5-10, to win the 213½-pound class.

In the 154-pound category, Ronald Kenworthy SH3, *uss Fechteler* (DD 870), won a 4-0 decision match over defending Interservice champion Stephen McDowell, SN, to take the runner-up spot.

The only other Navyman defending a crown, Phillip McDowell (Stephen's brother), lost his 138½-pound title in the semifinal round of competition.

No team trophies were given for this year's competition.





**Keeping You Up to Date—**

# Navy Reorganization

**D**ETAILS of the Navywide reorganization plan, announced in the April issue of *ALL HANDS* (page 43), have been approved by Congress and placed into effect as of 1 May.

As stated at that time, the plan places the Navy's material, medical and personnel supporting organizations under command of the Chief of Naval Operations. It disestablished the Naval Material Support Establishment and, in its place, created the Naval Material Command, with newly defined authority and responsibilities.

The four "material" bureaus—BuShips, BuWeps, BuSandA and BuDocks—were ordered abolished and their functions transferred to the Secretary of the Navy.

In addition to its headquarters, the Naval Material Command will consist of six basic elements: Naval Air Systems Command; Naval Electronic Systems Command; Naval Ship Systems Command; Naval Ordnance Systems Command; Naval Supply Systems Command; and the Naval Facilities Engineering Command.

The Chief of Naval Material, as well as the chiefs of the Bureau of Naval Personnel and the Bureau of Medicine and Surgery will report to the Chief of Naval Operations.

The reorganization will not affect the internal organization of the Marine Corps or alter the traditional relationship between the Chief of Naval Material and the Commandant of the Marine Corps.

Essentially, the functions and responsibilities of each of the Systems Commands which constitute the Naval Material Command are divided into the following categories:

- The Naval Air Systems Command is responsible for all Navy and Marine Corps aircraft including components, fuels and lubricants. Its responsibilities also extend to air-launched weapon systems and their components, but do not include torpedoes and mines except for their airborne features.

The Command is also responsible for airborne elec-

tronics, air-launched underwater sound systems, airborne pyrotechnics, astronautics (including project management of SPASUR), airborne drone and target systems, airborne minesweeping equipment, catapults, arresting gear and visual landing aids, land-based targets for air weapons, photographic and meteorological equipment.

The Naval Air Systems Command is also responsible for the training and support equipment (special and general) for the areas mentioned above, as well as for active and reserve air systems maintenance and support.

- The responsibilities of the Naval Electronic Systems Command extend to shore (ground) electronics except for Marine Corps tactical electronics. They also include certain shipboard electronic equipment (but not antenna systems when not an integral part of the basic equipment and under the system control of the Ship Systems Command), including communications, identification, friend or foe (IFF), electronic countermeasures and navigation aids.

The Electronic Systems Command also furnishes material support to the Air Systems Command for the following electronic equipment: navigation aids, air traffic control and meteorology.

Space program responsibilities of the command include communications satellites and material support of SPASUR.

Among shore-based strategic data systems, the command is responsible for OPCON centers. It is also responsible for: data-link systems which are external to ships and aircraft; radiac equipment; and general-purpose electronic test equipment, common components, techniques and services. It is responsible, too, for electronic systems not otherwise assigned.

- The Naval Ship Systems Command is responsible for ships, submarines, amphibious craft and vehicles, boats, floating drydocks, target ships and craft (including submarines, bathyscaphs, underwater labs and



shelters), rescue chambers and vehicles, hydrofoil craft, ground effects machines, service craft and other surface and subsurface craft of the Navy; degaussing equipment and facilities and ship-related material not otherwise specifically assigned.

It should be noted here, however, that the Ship Systems Command is not responsible for service craft assigned to the Naval Facilities Engineering Command or commissioned (USS) or in-service (USNS) ships administratively assigned to the Military Sea Transportation Service, except for material support directed by the Chief of Naval Operations.

The Command is responsible for propulsion, auxiliary power generating and distribution systems, certain navigation equipment, sonar research, engineering acquisition and support, (subject to the Ordnance Systems Command responsibilities in the areas of programming and control of requirements for ship-mounted sonar), Navy Tactical Data System, minesweeping equipment, antenna design and integration, habitability and environmental control features, materials and appliances for defense against chemical, biological and radiological warfare in ships and other waterborne craft, mine countermeasures (except airborne mine countermeasures), respiratory protective devices, diving equipment, submarine rescue methods and equipment, submarine escape training facilities, supervision of salvage and equipage for towing and salvaging disabled, sunken and stranded ships and craft.

The Naval Ship Systems Command is also responsible for training material, as appropriate, for the areas of responsibility mentioned above and for any shipborne components and systems not otherwise assigned.

The Naval Ordnance Systems Command is responsible for surface-launched and underwater-launched ordnance, shipboard weapons systems and components of such ordnance including (but not limited to) guns, ammunition, missiles, torpedoes, mines, fire control equipment, fire control radar, weapons direction equipment, fire control switchboards, launchers and expendables, air-launched mines and torpedoes (except airborne aspects thereof), small arms, infantry equipment, harbor defense equipment, ship pyrotechnic devices, demolition materials, seaborne targets (towed or drone), special support equipment and training equipment, as appropriate, for the foregoing.

Also within the responsibility of the Naval Ordnance Systems Command are the programming and control of requirements for ship-mounted sonar and ordnance aspects of three-dimensional radar systems in regard to performance, configuration control and technical characteristics.

Research and exploratory development (non-system oriented) for all explosives, propellants and actuating technology therefor are included in Naval Ordnance Systems Command responsibilities as is explosive ordnance demolition.

Also included are explosive safety and the development of safety procedures for explosive ordnance disposal; research, development, design, specifications, standardization, and related actions with respect to special tools and equipment for such disposal; and the contracting for such tools and equipment for service use.

The functions of the Naval Supply Systems Command and the Naval Facilities Engineering Command remain essentially unchanged from those of the former Bureau of Supplies and Accounts and the Bureau of Yards and Docks, respectively.

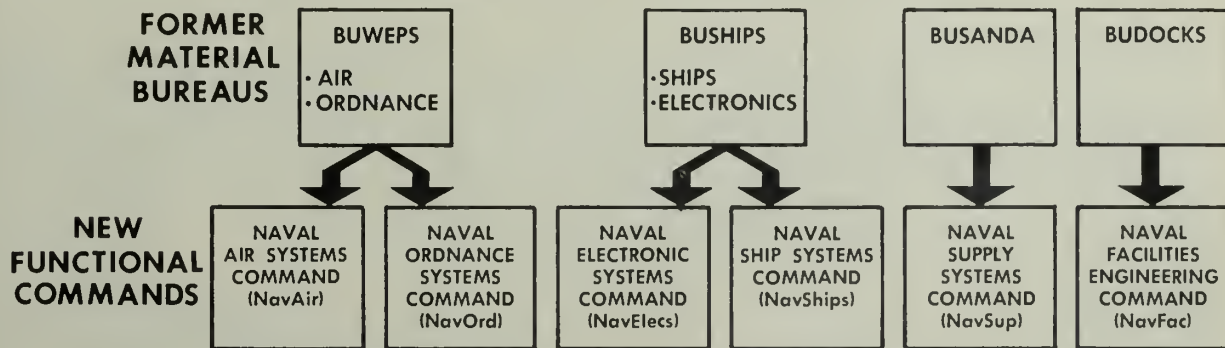
Under the new organization, the project managers and their offices will continue to function according to their established charters.

The old offices of the Chief and Vice Chief of Naval Material as they were defined in sections 5111 and 5112, Title 10 United States Code, were abolished in the reorganization and their functions were transferred to the Secretary of the Navy. The Offices of the Chief and Deputy Chief and other officials of the Bureaus of Naval Weapons, Ships, Supplies and Accounts and Yards and Docks were also abolished and their functions, too, were transferred to the Secretary of the Navy.

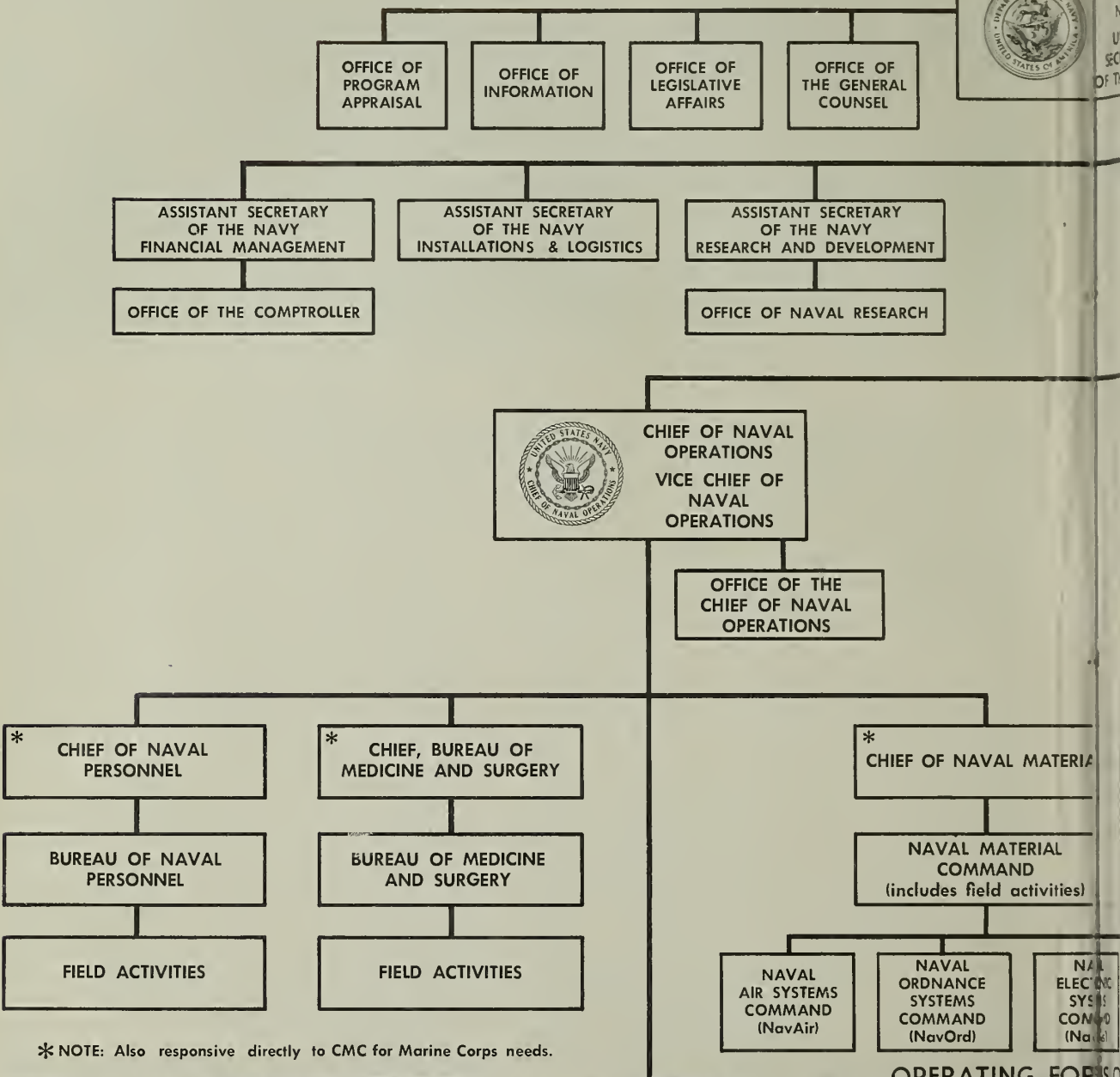
Most of the functions that were "transferred to the Secretary" by the SecDef reorganization plan were immediately redistributed to the Naval Material Command by means of a new General Order No. 5 and of charters for the systems commands. Under these documents, the Chief and Vice Chief of Naval Material retain their titles. Their immediate staff, however, is no longer the Office of Naval Material; the new name is Headquarters, Naval Material Command. Alnav 24 and OpNav 14 are the implementing directives.

## REALIGNMENT OF BUREAUS INTO FUNCTIONAL COMMANDS

Here's how the functions of the former bureaus concerned with naval material have been absorbed by the six new functional commands.

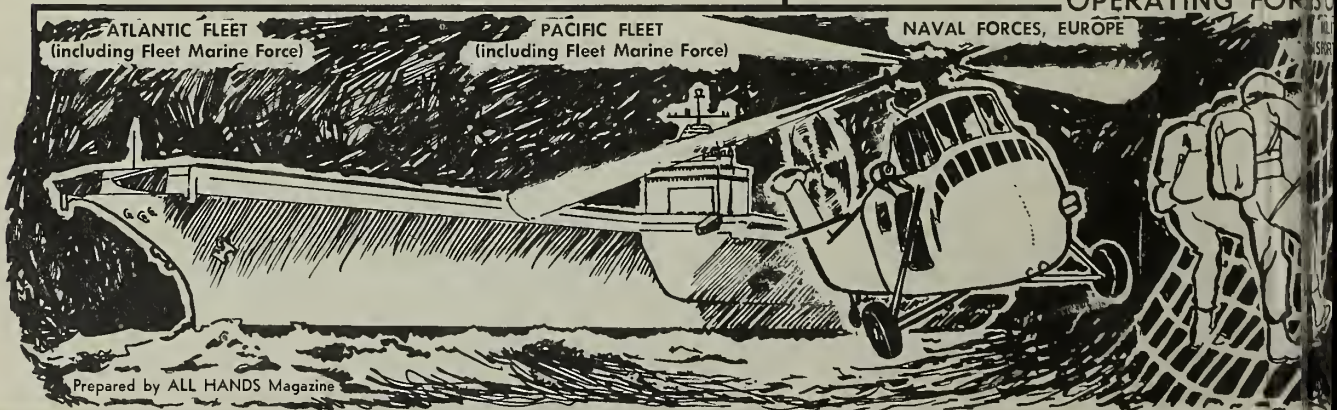


# ORGANIZATION of the DEPARTMENT OF THE NAVY



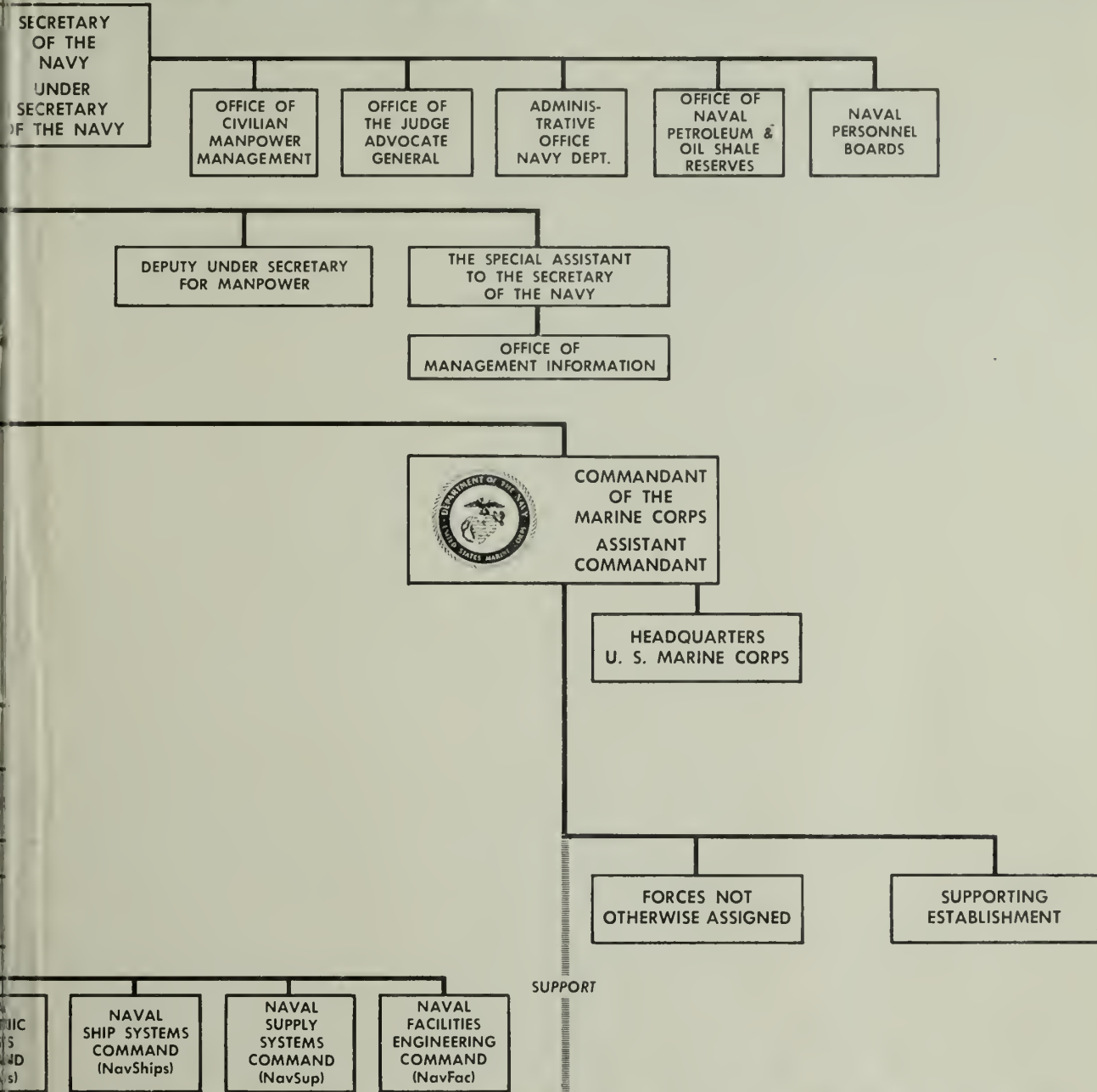
\* NOTE: Also responsive directly to CMC for Marine Corps needs.

OPERATING FORCES





# DEPARTMENT of the NAVY



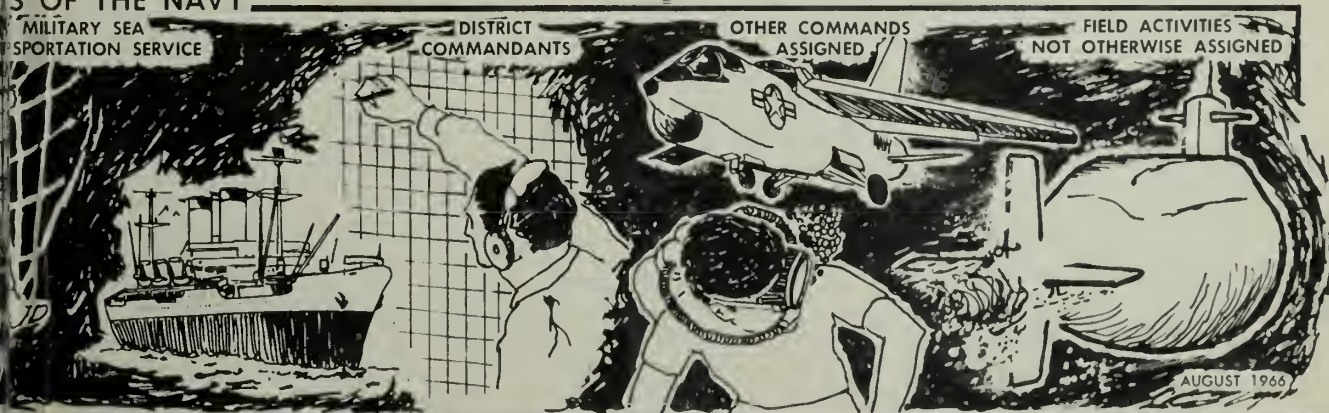
## DEPARTMENT of the NAVY

MILITARY SEA TRANSPORTATION SERVICE

DISTRICT COMMANDANTS

OTHER COMMANDS ASSIGNED

FIELD ACTIVITIES NOT OTHERWISE ASSIGNED



# LETTERS TO THE EDITOR

## Advancement Record Claim

SIR: The precommissioning unit of USS *Flasher* (SSN 613) claims a record for the last advancement exam. Of our men taking the exam, 80.6 per cent passed and 67.7 per cent were rated. While these percentages are high, this one is even better: 21.7 per cent of the crew was advanced on 16 April. We feel we hold the record for commands of our size for this exam.—M. J. McQuown, LTJG, USN.

• *Could be. In any event, thanks for letting us know of Flasher's outstanding record. One thing is sure. There are plenty of pencils scratching in the Fleet as a possible 96.4 per cent of the Fleet's potential mathematicians begin coming up with their own figures.*—ED.

## Paying Fees on NATO Mail

SIR: Here's a question for all postal clerks in the audience: Why did the NATO command in Naples, Italy, use live U. S. postage instead of franking a parcel they mailed to my command recently?

The parcel was sent by U. S. mail and contained a classified document. Everything was in order—except I couldn't figure why the \$1.25 U. S. postage was used instead of the usual "postage and fees paid" stamp.—A. R. K., YNI, USN.

• *That might prove to be a tough question on the PC exam, but there's a correct answer.*

NATO organizations are authorized to use military postal services (APO and FPO). Furthermore, material originated at a NATO command that pertains only to U. S. Navy official business—such as a letter from a Navy member to the Bureau of Naval Personnel—can be forwarded as franked mail (postage and fees paid, Navy Department).

However, material originated by a NATO command that pertains only to NATO affairs requires U. S. postage when sent by U. S. mail.

Another example, in which you might be interested, is the case of the Panama Canal Zone, where postage stamps are

## You Get it All

SIR: If a man reenlists while on duty in a combat zone, and he is authorized to receive the variable reenlistment bonus in one lump sum, is any part of the bonus taxable?—R. D. S., YNI, USN.

• *Nope. Kind of makes the old juices start running, doesn't it?*—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

also used on official mail that is to be processed through Canal Zone post offices. However, in this case Canal Zone postage is used.—ED.

## Trailers Aren't Real Estate

SIR: Under the home loan provisions of Public Law 89-358 (the GI Bill) a serviceman who qualifies may borrow up to \$17,000 by direct loan. I will soon return to the U. S. from duty in Vietnam and have decided to buy a mobile home. Can I receive a GI loan for this purpose?—K. C. P., HM3, USN.

• *No. Trailer homes, as such, are not classified as real estate and therefore do not come within the home loan provisions of the bill.*—ED.

## Cyclops Is Still a Mystery

SIR: I was rummaging through some old magazines and came across the August 1957 issue of ALL HANDS. I was intrigued by the article concerning USS *Cyclops* and the strange circumstances under which she disappeared. It so fascinated me that I would like to know all there is to know about it. I have looked in several different sets of encyclopedias and none had any information. Can you tell me where to go for more information? Also, I would like to know the approximate course *Cyclops* would have taken from Barbados to Baltimore. —V. C. B., STG3, USN.

• *You've really picked yourself a lulu of a mystery to investigate, haven't you? If you can unravel this one, you will be doing better than the Office of Naval Intelligence, hundreds of naval historians, and countless professional and amateur sleuths, who have all thrown up their hands to leave the mystery still unsolved.*

*This is what we know about Cyclops up to now.*

The collier *Cyclops* was placed in service on 7 Nov 1910, and operated with the Naval Auxiliary Service, Atlantic Fleet. Soon after American

entry into World War I, *Cyclops* was commissioned (1 May 1917). She joined a convoy bound for St. Nazaire, France, in June 1917, and returned to the east coast of the United States in July. On 9 Jan 1918 she was assigned to the Naval Overseas Transportation Service, and sailed to Brazilian waters to fuel British ships in the South Atlantic.

She reached Bahia, Brazil, on 22 January, discharged her load of coal, and moved on to Rio de Janeiro. There she took on 10,800 tons of manganese ore, and embarked a number of passengers, including the U.S. consul for that city.

She shoved off from Rio on 16 February and stopped at Barbados, B. W. I., on 3 March to pick up bunker coal. The following day she headed for Baltimore, Md., where she was due on 13 March.

Exit *Cyclops*. Who knows what happened to her after that? Without a single clue, she and her 309 crew members and passengers seemed to vanish into thin air. She was never seen or heard from again.

Although she had radio, no distress signal was ever picked up from *Cyclops*. The only hint of anything wrong was the fact that she'd been having trouble with one of her engines, but even if both had been disabled she still could have called for help.

Despite a long and exhaustive search of the Caribbean and South Atlantic no trace of the collier was ever found—no wreckage, no sightings by other ships—nothing.

At first it was thought that the ship must have been the victim of an enemy submarine or mine. However, when German sources were checked after the war, that theory had to be thrown out, because it was definitely established that there were no U-boats or enemy mines in that area.

Was she lost in a storm? Maybe so, but it seems there was none in the area at that time. Was she sabotaged?

## Oldest Engineering Rate

SIR: What is the oldest engineering rate, machinist or boilermaker?—G. L. D., MM3, USN.

• *According to our usually reliable sources, the oldest engineering rate is Machinist, established in 1866. It was subdivided in 1895 to include Machinist 2c, 1c, and Chief. The rate of Boilermaker was established in 1869. Does that settle your argument?*—ED.



A possibility, since German agents were fond of placing bombs on merchant ships, but this has never been proved.

Concerning the course Cyclops would have taken from Barbados to Baltimore—again, who knows? We wish you luck in your investigations into the mystery, and don't forget to let us know when you find out what happened. We'll be here for awhile.—ED.

### Your Bonus Money Looks Good

SIR: I meet all the requirements for receiving my first reenlistment bonus. My entitlement to the VRB has been questioned, however, because I want to ship over five months early.

Since the disbursing clerk and I disagree, I would like to know what you think.—D. O. B., MM1, USN.

• If, as you say, you are eligible in all other respects, it looks as good as money in the bank. Your disbursing clerk may either have misunderstood the circumstances or misread BuPers Inst 1133.18A.

This instruction requires reenlistment within three months of a man's discharge or release from active duty. The three months to which the instruction refers, however, applies only to the period after an individual's release or separation from active duty—it does not refer to the period before your active duty service obligation expires.—ED.

### News Buoy No News

SIR: Last February ALL HANDS printed a story titled "Mail Box in the China Sea." Minor details aside, Patrol Squadron 17 Navymen, flying patrol missions in the South China Sea, were dropping buoys containing newspapers and paperback books to patrol vessels. Lieutenant Jerry Burns was credited with the idea.

Perhaps credit should go to Patrol Squadron Two. As I remember it, back in March 1965 a couple of ordnance-men and myself, all attached to Patron Two, were rigging these same containers. Perhaps Lieutenant Burns got the idea from one of the squadrons which relieved us.—R. H. Normandin, AOC, USN.

• Quite possibly—or maybe it was a case of separate but identical invention. Either way, as the patrol vessels agree, the news buoy is a great idea.

As for who was first, we'll see. If anyone has a prior claim, you're certain to hear from them.—ED.

### Not Other-Weiss

SIR: I believe our ship has set an anchoring record in Vietnam and hereby challenge any ship in the Pacific Fleet to prove other-Weiss.

In four months, *uss Weiss* (APD



**BENEFICIAL SUGGESTION AWARDS**—Within one week after announcement of implementation of the Benny Suggs program three enlisted men of the Regional Finance Center, San Diego collected a total of \$475 for their beneficial suggestions.

Fred L. Culp, disbursing clerk third class, received \$295; James A. McAnulty, disbursing clerk second class, \$160; and Jack O. Knedler, chief disbursing clerk, received \$20 for suggestions increasing efficiency and saving money in their field of disbursing.

135) has dropped anchor 57 times in Vietnam. Our tour of duty has found us dropping the hook from the 17th parallel (the dividing line between North and South Vietnam) to the tip of South Vietnam.

Such activity was primarily due to the assignments of UDT 11, which has been with us on our present WestPac cruise. I also think this outfit must have set some kind of a record, but I'll let the members speak for themselves.

I would also like to say that the First Division aboard *Weiss* has become right smart in letting go the anchor.—D. G. C., BM1, USN.

• Your account should make a big splash in APD circles, but we have no way of knowing whether or not it's a record.

As we customarily do in such cases, we'll toss it in the air and see who shoots at it.—ED.

### And Now—A Flying Dragon

SIR: I have followed your marathon discussion concerning the origin of the term "golden shellback," and cannot contribute anything new on that subject. But I recall when I crossed the equator in 1947 in *uss Allen M. Sumner* (DD 692)—already a member of the Ancient Order of the Deep by virtue of a previous crossing—I was

gathered into the fold and initiated as a "Trusty Shellback and Flying Dragon." My card states such, under the heading "Ancient Order of the Deep and Society of the Flying Dragon." It is signed by Davy Jones and Neptunus Rex, Golden Dragon.—R. E. Ellenbrand, CDR, USN.

• We feel that we've about scraped the bottom of the barrel searching for further information on the origin of the term "golden shellback," Commander, and we, too, are unable to come up with anything new. You might have unknowingly supplied another clue, however.

You do not state the longitudinal position of *Sumner* during the 1947 crossing, but you say you became a "Trusty Shellback and Flying Dragon." If this crossing were made at the international dateline westward bound, then the title you have would make sense to us.

It would, furthermore, tend to lend credence to the belief of many that a golden shellback is one who crosses the line at 00/180 longitude, westward bound, so that he simultaneously becomes a shellback and a golden dragon. We suppose the "flying dragon" in your title is meant to be golden dragon—but that depends on where you crossed. Maybe the Fleet can tell us.—ED.

## And Cap'n Mossbottom Is an Authority on Reveille, Too

In the January issue, a reader inquired why reveille is not sounded underway on a Navy ship. Portions of our reply, which was provided by a buddy in the Bureau, are repeated below as background for the subsequent remarks passed on to us by another friend, Captain Mossbottom.

Webster's defines reveille as a signal usually sounded by bugle at about sunrise summoning soldiers and sailors to the day's activities. And, according to Noel's *Navy Terms Dictionary*, reveille means arousing the ships' company in port for work and breakfast. At sea, however, idlers are called, and the expression reveille is not properly used.

An idler in this case does not refer to one who is slothful and lazy; the term refers to those members of the ship's company who did not stand a night watch.

*Watch Officer's Guide* states: "Reveille is not sounded underway," and *Bluejackets' Manual* lists the underway call as "Up all idlers," instead of reveille.

Another naval custom and tradition which may be relevant is the listing of daily evolutions both underway and in port. Plans of the day for both situations customarily list the getting-up evolution as "Reveille." However, the word which is passed while underway is "Up all idlers."

There's a big difference. One is the signal for the evolution; the other, the evolution itself. Thus the signal "Up all idlers" is made underway and reveille is held.

Reveille, as can be inferred from the *Blue Jackets' Manual* and the *Watch Officers Guide* is an all hands evolution i. e., "Reveille, Up all hands. Trice up all bunks."

In the days of sail, watches were "starboard 'n' larboard" and watchstanders were hard pressed to get enough sleep underway. It is obvious that a large number of men were involved in the underway situation.

For these reasons, it is believed that in order to permit watchstanders to get enough rest they were allowed to sleep in the morning while breakfast was being prepared and all "idlers" were roused to prepare breakfast and begin the daily routine of cleaning ship. At some time before "Beating to quarters" late hammocks were lashed up. This can be seen today when the word is passed "Up late bunks" which evolved from "Up late hammocks."

With the evolution of steam and watches in three or more sections,

custom now defines "idlers" as those standing the midwatch, and only they and other specially authorized late sleepers are allowed to sleep late.

By current custom this also applies to the in-port situation; even though "reveille" is customarily sounded, the idlers are allowed to sleep late.

SIR: Referring to the January 1966 number of ALL HANDS, page 26, about "reveille" and "up all idlers," you guessed it when you thought Captain Mossbottom was there!

I caught him as he was sailing free right up the middle of the fairway—there's always plenty of a breeze when that old windbag's around, y'know—and showed him that discussion. "Now let me see," he muttered as we pulled up to a resting place. "Of course I was there, but fill me in on the particulars."

And as I re-read the article to him he really rose to the bait and he was off'n' runnin' as always, and my ears are still ringing from the din.

"Now, let's just do some real honest-to-goodness nit-pickin' and pluck this one right," he said, as he took another sip of tonic.

"Now first of all, that young man who wrote that piece knows how to read the dictionary all right, and that's what *reveille* is. And what Captain Noel says about it and the *idlers* is absolutely correct, and that's where the argument should have stopped.

"But no, that writer feller just had to let himself get carried away and he's gone in way over his head. Captain Noel is the authority and there's no further argument, but that lad had to add that idlers were those who didn't stand a night watch. In other words he's saying an 'idler' could have stood the first watch, right? Not so, Sonny Boy." He rubbed his hands together with a chuckle:

"Now he goes on and refers to 'plans of the day' for both situations (in port and underway). Now there's a real seagoin' lad for you. Plan of the day came into usage in the Navy in the mid-thirties for use in port. Admiral Daubin started it all. Out at sea they always had routine and they still have routine, don't they? Never heard of a plan of the day at sea! How can you plan at sea when you never know ahead of time what's going to happen?"

"And anyhow, it's not reveille at sea. It's 'Up all idlers.' And it's just for the idlers and that's where they all missed the point. Y'don't blow that bugle at sea except for an all

hands call. Right? In port you blow it for everything and anybody, such as boats, liberty hounds, saluting gun crews and anything that comes along.

"But you just tell that ALL HANDS writer that at sea when the bugler goes to work, it's for everybody to listen, and even if it's for sick call, everybody's got to stop and think about it. So there y'be, Sonny Boy, they don't want to wake up everybody at sea so they spare those who had the midwatch the noise, while the rest of the crew rises 'n shines. But in port they ALL get up.

"And another thing, tell him not to get so twisted up with the *signal* for the evolution and the *evolution* itself, or they'll be shipping him back to the back channel in Philly, sure's shootin'.

"Now that we're on our way, what ship did that lad ever serve in where they called the idlers to 'prepare breakfast and begin the daily routine of cleaning ship?' The galley detail was called a couple of hours before 'up all idlers' because it took time to get those ranges going and warmed up. And as for beginning to clean ship, why, Sonny Boy, the ship was always cleaned *before* breakfast.

"Furthermore, about *beating to quarters*. They haven't beat to quarters in the Navy since bugles came into use before Dewey's time, and if and when they ever held quarters for muster at sea, then they *pip*ed to quarters for muster and whatever beat was ever done years 'n' years ago was done for battle stations.

"So now for the last nit and that's the one that idlers aren't idlers any more, that they're the ones who had the midwatch. I was around when we steamed in four sections and still had port 'n' starboard watch, no matter what he says, and idlers always have been, still are and always will be the ones at sea who *did not* stand the midwatch. The more he rambles on, the deeper he gets. You write and tell him."

Yes, last I saw of old Captain Mossbottom he was dippin' just a wee bit to port with all that port he'd taken on board and he was singing "... they just sail awa-y-y-y-y" with that low growl of his.—Captain Isaiah Olch, USN.

• Once again we are indebted to Captain Mossbottom for passing on his recollections of the old Navy.

We regret to say that our young friend who incurred the Captain's wrath has been reassigned and thus is in no position to offer rebuttal.—Ed.



## These Subs Keep Coming to Surface

SIR: I would like to add a few words to your account of the development of submarine aircraft in the U.S. Navy, to complete the story published in the February 1966 ALL HANDS.

The aircraft stowage tank was removed from the submarine S-1 in 1927, after final tests in the summer of that year. It was, of course, purely an experimental installation and had served the purpose of testing the feasibility of operating submarine-borne aircraft. Moreover, it produced some sluggishness in the submerged handling characteristics of the vessel, and there was fear that, if it accidentally flooded, it would have a dangerous effect upon the trim of the relatively small submarines.

The XS-2 aircraft was also considered unsuitable for service use, since it was underpowered, had no radio and required ideal sea and wind conditions to take off and land.

But development of submarine aircraft was not entirely dropped at this point. The Navy Department was aware that foreign navies, especially the British, Italian and Japanese, were seriously interested in the same idea and were developing submarine aircraft of their own.

The General Board, furthermore, adopted the policy that every effort should be made to develop the aircraft-carrying potential of all classes of naval vessels. This adoption took place in October 1928.

In 1929, the Bureau of Aeronautics accordingly prepared a new design for a submarine-carried airplane, which materialized in 1931 as the XSL-1. This model had a small flying-boat type hull, folding monoplane wings and an engine mounted above the hull



**HORNET'S HUNTER**—One of Hornet's Trackers is readied on the cat.

that drove a pusher propeller.

The plane passed its flight tests satisfactorily. And it could be disassembled and stowed in an eight-foot-diameter stowage tank. A mock-up of such a tank was built at NAS Anacostia for the tests.

In 1933, however, further work on this project was abandoned. Possibly the accidental sinking of the British aircraft-carrying submarine M-2 had a bearing on the decision. Another, and probably the decisive factor was the Navy Department's determination to construct no further large submarines, such as the 2700-ton *Narwhal* (SS 167) class, which might have been suitable for carrying aircraft.

The department planned instead to

develop future Fleet submarines of modest size, in the 1300- to 1500-ton range, thus making more effective use of the limited tonnage available under existing treaty restrictions.

It remained for the Japanese to persevere in the perfection of this concept and to make operational use of submarine-borne aircraft in WW II. Their designs culminated in the well-known I-400 class of 5200 tons, capable of carrying three seaplanes, launched by catapult.—Robert W. Krauskopf, Chief, Army and Navy Branch, National Archives and Records Service.

• Thanks for filling us in on some of the details we couldn't find before. Any other comments?—Ed.

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SCIENTISTS ADDRESSED themselves to the problem of protecting a spaceship against deadly, destructive micrometeorites, and came up with a self-sealing quick-hardening rubber material designed to plug holes punched in space vehicles by these small, high-speed particles.

The rubber is in liquid form, but hardens automatically and instantly when struck by a fast moving projectile. Two liquid rubber reactants are necessary to produce a hardened "elastomeric" mass that will clog the puncture.

Packaged separately, the reactants are mixed by the outward flow of air after puncture, and solidify on contact with each other. After hardening, the material does not react with the metal around it, and has sufficient strength and adhesion to the metal to withstand the inner pressure of the space vehicle's atmosphere.

If such an instant repair system were not built into the orbiting vehicle, when a puncture occurred, the astronaut would have to leave the capsule, perform the difficult task of finding the small hole, then patch it.

In tests thus far, single and multiple punctures have sealed as expected without loss of air. Pellets as large as 3/32 of an inch in diameter and traveling at 35,000 feet per second have been used. Further shots are planned in a chamber that more closely simulates true micrometeorite velocities of 50,000 to 150,000 feet per second.

The project is under Air Force contract.

★ ★ ★

A BOAT THAT CAN carry 12 men or 2000 pounds of supplies through swamps and weed-infested waters is being developed by the Army. It will provide troops with mobility in otherwise inaccessible areas.

Powered by a 400-hp aircraft engine with a specially designed four-blade propeller, the boat is 24 feet long, weighs 1700 pounds and has a speed of 30 mph. Tests are now underway with three prototypes.

The propulsion system, which stands eight feet high and has a rudder four feet deep, weighs an additional 1400 pounds. Assembled, it can be airlifted by copter.



ON ICE—New sea survival capsule that will be integrated with parachute harness is being tested by USAF.



HIGH FLYING FUELING—Bomb-laden F-5 Air Force jet refuels from air tanker on the way to strike Viet Cong.

IT ALL BEGAN on 18 Jan 1911, when Eugene Ely, flying a biplane, landed on a specially built platform aboard the armored cruiser *uss Pennsylvania* at anchor in San Francisco Bay. All manner of cables, bailing wire and sandbags were rigged as arresting gear to stop the plane short on landing. Although carriers today have much more sophisticated arresting cable systems, the basic method of recovering aircraft on the flight deck has not changed in all these years.

The method has proven so reliable, in fact, that when the Air Force decided to develop a system which would stop an airplane on the runway during an emergency, the end product turned out to be the arresting cable.

Called the barrier arresting component (BAK), the device is linked to a computerized switch system that automatically deploys the arresting cable when an aircraft is in trouble on takeoff. As the departing aircraft proceeds down the runway, it passes through a time trap. If the signal received by the computer indicates that the aircraft's speed is not sufficient for a normal takeoff, the cable system is actuated, causing the cable to rise from a trough near the end of the paved over-run.

Using a variety of aircraft, 110 successful tests have been completed with the BAK at Edwards AFB, Calif. The Air Force has ordered 36 units, the first to be delivered this summer. Such a system will provide a desirable safety feature, especially when fast, heavy aircraft are using relatively short runways.

★ ★ ★

EQUIPMENT OPERATORS in Vietnam combat zones are being supplied with do-it-yourself armor-plated cabs to protect them from Viet Cong snipers. The cabs come with prefabricated armor plates, which are assembled by the operators on the scene.

The Army's Engineer Research and Development Laboratories at Fort Belvoir, Va., designed the protective cabs for use on crawler-tractors, graders, and loaders.

The special armor kits consist of four basic sizes of armor panels which are already in use on military trucks, and they require no modification to make them fit the earthmoving equipment. The plates are simply assembled and bolted on.

The cab-kits are being shipped with how-to-do-it



manuals, on a priority basis to operating units in Vietnam.

The armor plates range in size from one by two feet to three by four feet, and the cabs, when assembled, weigh from 1250 pounds for the grader, to 1530 pounds for the tractor.

For equipment operators in Vietnam, a welcome do-it-yourself kit.

★ ★ ★

THE C-141 STARLIFTER, the jet cargo transport that doubles as an airlifter for the sick and wounded, has been on duty with the Air Force for over a year.

A common sight at combat airfields in Vietnam, *Starlifters* spent the year toppling air transport records as they carried troops, cargo and patients for the Military Airlift Command (MAC) to and from Southeast Asia.

*Starlifters* can cruise at more than 500 mph carrying 63,000 pounds over a distance of 4000 miles. The high-tailed fanjet carries men and supplies from California bases to Vietnam combat zones in less than 24 hours.

C-141s have flown almost 60,000 hours without a major accident, and compiled a reliability rate of 93 per cent, indicating the percentage of missions which departed on time.

*Starlifters* have contributed substantially in the airlift of combat casualties. In a seven-month period, they teamed with the jet C-135 *Stratolifter* to carry 6278 patients back to the U. S. from the Pacific. The C-141 can carry 80 litter and 130 ambulatory patients.

Among significant milestones in the *Starlifter's* first year were airborne and missile operations. Last fall the *Starlifter* became the first jet used by paratroopers, and modified C-141s have now begun operational tests carrying the *Minuteman* missile.

★ ★ ★

SECOND LIEUTENANTS in the Army Reserve may now be appointed in the field under authority of the commanding general, U. S. Army, Vietnam. The new policy will permit prompt recognition of enlisted men who demonstrate potential for commissioned service under combat conditions.

Under old policies, appointments with concurrent active duty could be made only when approved by the Department of the Army.

Appointments will be made against quotas allocated by the Department of the Army. Appointees must be on active duty and have served with the U. S. Army in Vietnam for at least six months.

★ ★ ★

INSTANT LANDING FIELDS are the object of Air Force research nowadays. The purpose is to develop better techniques and materials for aircraft landing sites.

A contract was awarded recently which calls for quick-setting, resinous materials that can be sprayed on the ground by relatively unskilled persons in remote, forward areas where it would be too costly and time-consuming to build conventional landing sites. The runways would be used only by vertical- and short-takeoff-and-landing aircraft.

The specifications also call for material which will support at least 100 pounds per square inch and be

invulnerable to the assaults of ground vehicles as well as the landing impact of helicopters having a gross weight of 22,000 pounds.

A fast-setting polyester resin is now being tested and it is only one of 15 resin formulas now on hand which may be adopted. This promising candidate, although only in the test phases at present, was sprayed to make a 16 by 32-foot floor. The chlorinated polyester was reinforced with fiber glass.

The goop was sprayed at a thickness of one-fourth inch over soft desert sand within 30 minutes and it hardened within one hour. The floor showed no damage after severe tests by automobiles, a fork-lift truck, a fire truck and the bouncing and skidding of helicopters.

Testing of this and other formulas will be made in full-scale sites during the remainder of the summer for use as floors for permanent shelters as well as landing pads. In addition to load-testing, each site will be checked for shrinkage, cracking and fire resistance.

★ ★ ★

A NEW AIR-CONDITIONER which will get its power from waste heat from turbine exhaust is being developed by the Army. Designed for use with the Army's missile fire control vans and other mobile shelters which require a controlled environment, the new air-conditioner will use the heat normally wasted in the exhaust of gas turbine generators used to power electronic and other equipment in the vans.

The waste heat recovery units are expected to result in fuel savings of up to 40 per cent, and a size and weight reduction of 30 per cent for combined power and environmental control equipment.

An experimental model scheduled for completion late this year will produce five tons of cooling. It incorporates a double loop design—one for power, the other for refrigeration. In operation, heat from the exhaust gases is transferred to the fluid in the power loop, thus creating energy. Exhaust gas energy thus recovered is transferred to the refrigeration loop by expanding the heated fluid through a turbine, which drives a compressor.

It is capable of maintaining a constant air temperature, from full cooling to full heating conditions.



LOOK OUT ABOVE—The Army's 20mm Vulcan weapons system will be defense against low attacking aircraft.

# THE BULLETIN BOARD

## If You Are Commission-Bound, Check These Officer Programs

**N**AVYMEN who want to get ahead usually consider the possibilities of obtaining a commission. Their chances for advancement in this path are relatively good for there are a number of officer programs available to qualified men and women who want a commission in the U. S. Naval Reserve.

Recently there have been some changes—some major and some minor—in these programs, which may have a bearing on your plans.

Incorporating these changes, here is an ALL HANDS' rundown on the subject of becoming a Reserve officer:

If you are qualified, you can choose between applying for duty as an unrestricted line officer, or duty in the restricted line as an engineering duty officer (1405), aviation engineering duty officer (meteorology) (1535) or special duty officer (communications) (1615).

Applications for Staff Corps officers are also being accepted for the Supply Corps (3105) and Civil Engineer (5105).

If you can meet the special qualifications, you may also be interested in duty with the Medical Service Corps (2305). Commissions in the following specialties are available: Supply and administration; pharmacy; and optometry.

In medical allied sciences, there are aviation physiology, bacteriology, biochemistry, biophysics, chemistry, entomology, hematology, industrial hygiene, medical technology, microbiology, parasitology, pharmacology, physics, physiology, psychology (clinical and experimental), radiation health, radiobiology, radiochemistry, radiophysics, serology and virology.

Officer candidates are now being given 18 weeks of indoctrination at Newport, R. I., instead of the four months of indoctrination formerly offered. Selectees for aviation physiology and experimental psychology are trained at Pensacola.

Enlisted applicants in pay grade E-4 and below who are designated officer candidates are advanced to

E-5 when they report to the Officer Candidate School at Newport.

Navymen who are already in pay grade E-5 and above remain in the same grade after they report to Newport. Staff Corps appointees receive additional specialized training after they are commissioned.

In addition to the programs available to men, there is also a program for women in the unrestricted line, the Medical Service Corps and the Supply Corps. Training lasts 16 weeks. Candidates are commissioned ensigns after eight weeks and continue their training as commissioned officers. Candidates, including those holding doctorates, who are exceptionally well qualified, are commissioned lieutenant (jg).

The Officer Candidate Airman (OCAN) program for aviation personnel has been discontinued. There are, nevertheless, several other aviation programs open. They are:

- The Aviation Officer Candidate (AOC) program offers pilot instruction to Navymen who qualify. Those who are selected for this program are temporarily advanced to pay grade E-5 while they undergo 11 weeks (reduced from four months) of aviation officer candidate school indoctrination at Pensacola.

After the student is commissioned, he is given flight training which lasts about 13 to 15 months (increased from 12 to 14 months) after which he is designated a naval aviator.

Those who enter this program must agree to serve on active duty for

three and one-half years after they become naval aviators, if required by the needs of the service, and to retain their Naval Reserve commissions for a total of six years.

- The Naval Aviation Officer Candidate (NAOC) program provides training which leads to designation as a naval flight officer (1325). Selectees are designated officer candidates and temporarily advanced to pay grade E-5 during their 11 weeks of indoctrination (formerly four months).

After indoctrination, students are commissioned ensigns in the U. S. Naval Reserve and continue their training which leads to assignment as a naval flight officer (1325) in multi-engine or jet aircraft. There is also a non-flying air intelligence officer (1355 AI) billet available.

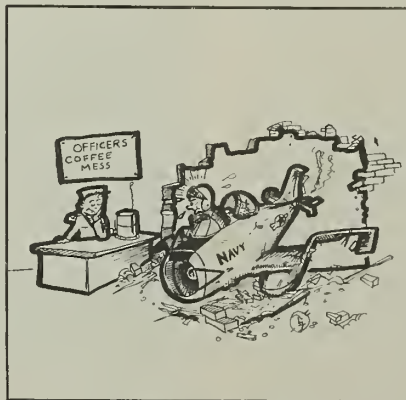
Appointees agree to remain on active duty for three and one-half years after they complete their studies in the Naval Air Training Command. They also, of course, agree to retain their Naval Reserve commissions for a total of six years.

- The Naval Aviation Cadet (NavCad) program is still in existence, but it is being phased out. The pilot training classes convening in Pensacola have been filled with Aviation Officer Candidates (AOC).

Since last January, BuPers has held in abeyance and placed on a waiting list all applications which have tentatively been recommended by the Administrative Board of Application Review.

Selections will be made from this only to fill pilot quotas which can't be met by Aviation Officer Candidates (AOC-college graduates). Priority for selection from the list will be given to applicants who have had three or more years of college work.

The Navy Law Specialist program is a completely new path to a commission. It provides for 16 weeks of training at Newport, R. I., after which successful students are appointed lieutenant (JG). The usual obligations apply—to serve on active duty for three years after completion of training and to retain their



"Cream 'n sugar, sir?"



Naval Reserve commissions for six years.

If you are selected for any of these programs and fail to make the grade, you are still not necessarily out of the running. You can reapply for an officer program one year after you were disenrolled.

The new application should be sent to the Chief of Naval Personnel (Pers B-628). The application should be endorsed by your commanding officer who will evaluate your performance and abilities. He will also give pertinent details as to whether your experience, since you were disenrolled, would better enable you to complete the course in a second attempt.

A Report of Medical Examination (SF 88) in duplicate, a Report of Medical History (SF 89) and a certificate of satisfactory completion of a national agency check or background investigation should be included with your application.

It is not possible to compete in advancement in rating exams while in an officer training program. Advancement to pay grades E-4 through E-7, as a result of Navy-wide exams administered to students before they began officer training, may be effected when required service in pay grade has been fulfilled. All other requirements must also have been completed and recorded in their service records before school began.

Inasmuch as schools at Newport last less than 20 weeks, students' dependents and household effects will not be sent there at government expense.

Students selected for aviation programs, on the other hand, will be at Pensacola long enough to permit their dependents and household goods to be shipped there under the provisions of *Joint Travel Regulations*.

#### Eligibility Requirements

Officer candidates must be U. S. citizens and those for naval security group duties (designator 1615) must be born to citizenship and have no questionable foreign connections. These connections include marriage, family and other considerations.

The minimum age for officer candidates is 18 for entrants in the NavCad program and it goes up to 21 for OCS (2305) candidates. The

maximum age which is allowable is 31 years at the time of commissioning. Minimum and maximum ages for other officer candidates lie between these two extremes.

Maximum ages can be adjusted one month for each month the applicant has spent in military service. This, however, may not exceed 36 months and no adjustment at all may be made in the maximum age for AOC or NavCad applicants.

For all OCS, OC(W), AOC and NAOC programs, a baccalaureate degree from a regionally accredited college or university is required.

Medical Service Corps (2305) applicants for appointment to lieutenant (JG) must hold a doctorate in their specialty.

Applicants for engineering duty officer (1405) must have a degree in either mechanical, electrical, electronics, metallurgical or industrial engineering. They may also have a degree in mathematics, naval architecture or marine engineering from a college recognized in this field.

Applicants for aeronautical engineering duty officer (aerology) (1535) must have a degree in any

## NOW HERE'S THIS

### Helicopter Capital of the World

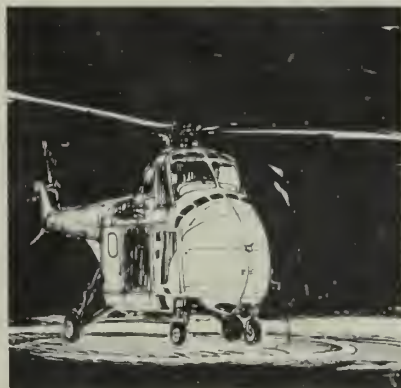
Although you probably won't find it listed as such in any gazetteer you can find, Navy-men at Ream Field, Imperial Beach, Calif., claim they live at the helicopter capital of the world.

Most would agree that Ream Field indeed lives up to its claim for Ream's choppers can be found beating the breeze almost anywhere in the Pacific—from cruisers in mid-ocean to icebreakers at the bottom of the world to the rice paddies and jungles of Vietnam.

Ream Field, which is a U. S. Naval Auxiliary Air Station, is home base for six helicopter squadrons. Helicopter Combat Support Squadron One, for example, is represented in about every major ship in the Pacific. You can also find detachments in such places as Antarctica and New Guinea.

Squadron One takes part in such missions as ice reconnaissance, evacuation of the wounded, logistic support, vertical replenishment and guided missile recovery. Soon the squadron will be sweeping mines.

In addition to its other activities, Squadron One is well known for its rescues at sea.



Well over a thousand pilots who have been dawning in the Pacific have been lifted aboard one of its angels.

Four of Ream Field's squadrons are anti-submarine types which deploy on a rotating schedule. One is always serving in the Western Pacific with the Seventh Fleet.

Ream Field has a replacement air group squadron in which pilots and enlisted men entering the ASW Program are trained for assignment to other Fleet helicopter squadrons. There is also a Fleet Airborne Electronics Training Detachment for teaching student pilots and aircrewmembers how to operate the aircraft and associated equipment. The Naval Air Maintenance Training detachments instruct personnel in maintenance and repair of the choppers and equipment.

Everything at Ream Field, in fact, is concerned with helicopters. Choppers are their only business.

The field's first runways were built in 1943, and, during its Navy service, the field has been growing.

Last fiscal year, for example, construction was begun on a 1000-man capacity mess hall which is scheduled to be completed next April.

Design has also been completed for a new permanent enlisted barracks. The barracks will be one of the new types with two to four men in each compartment. The color schemes will be pleasant and the lighting will be indirect.

There are also projects in the mill which include new hangars, a BOQ, a new operations building, a control tower, a chapel and several aviation maintenance facilities.

As the use of helicopters grows in modern warfare, it is a safe bet that Ream Field's facilities will continue to grow to meet the increased demand for choppers throughout the world.

field of engineering, chemistry, physics or mathematics with one year (30 semester hours) of work in meteorology or a degree in meteorology or oceanography. The choice of oceanography represents an addition.

Former employment in meteorological work is also considered desirable although it is not required. Experience, in fact, may be substituted for education on the basis of one year of experience for five semester hours of work in meteorology.

Candidates for officer designator 1615—special duty officer (cryptology) Naval Security Group pro-

gram—should have educational and/or professional experience in mathematics, history, economic geography, electronics, physics, foreign languages or political science. This requirement, however, is not iron-clad.

Previous experience with a Naval Security group is considered a desirable qualification.

Supply Corps (3105) applicants must hold at least a baccalaureate degree from an accredited college or university. Broad, liberal educational backgrounds are well suited to the needs of the Supply Corps.

Requirements for the various

specialties within the Medical Service Corps for both men and women are, generally speaking, the same. They all require baccalaureate degree and licenses to practice or registration with professional societies regulating the field.

Candidates for commissions in the Civil Engineer Corps (5105) need a baccalaureate degree in civil, mechanical, electrical, mining, petroleum, nuclear, electronics, chemical, construction or architectural engineering or in architecture. The school granting the degree must be listed by the Engineers Council for Professional Development.

NavCad applicants must have two years of work from an accredited college. This means at least 60 semester hours or 90 quarter hours. In the past, substitutes for these requirements were allowed. Now, however, no waivers or substitutions will be allowed.

At the time of appointment, a Navyman in the new Law Specialist (1625) program must have graduated from a law school which is accredited by the American Bar Association. He must also be a member of the bar or have passed the bar examination. Selections can be made for this program, however, pending receipt of this evidence.

Candidates for commissions are also given the Officer Qualification Test, or the Women's Officer Qualification Test, or Aviation Qualification Test and Flight Aptitude Rating Test. An applicant who fails to meet the minimum score can still be processed if his commanding officer believes him to be outstanding.

Applicants for officer programs must be physically qualified according to the standards set forth in the *Manual of the Medical Department*. Minor nonorganic or nonrecurrent physical defects may be waived.

Marriage is no bar to eligibility in most of the officer programs. The exception is the NavCad program in which applicants must not only be single but must agree to remain unmarried until they are commissioned.

Those who violate this agreement are disenrolled and assigned to further active duty by the Chief of Naval Personnel.

Women applicants are ineligible if they are pregnant or have dependent children under 18 years of age.

Most enlisted applicants for commissions can come from any rate or

## WHAT'S IN A NAME

### Barnacles

Many mariners would be considerably startled to discover how carefully those exasperating critters of the sea—barnacles—are nursed along by the Navy.

To most observers, barnacles are too tough and mean to deserve any special care. No need to gentle them. The rougher the treatment, the better, is the general philosophy.

Precisely. The Navy is nursing the youngsters carefully so that it may be better prepared to give them rough treatment later in life. It raises them under carefully controlled laboratory conditions so it later may study their weaknesses—if any.

In early days, sailors managed to free their ships of barnacles only by raising the hull out of the water and scraping the little beasties off the bottom. In more recent years, considerable progress has been made in barnacle control but the ultimate goal of developing a means to prevent fouling completely has not yet been reached. It would be better to control or inhibit their exuberant growth—hence the mass-rearing of barnacles in the laboratory.

Marine biologists want to study their entire life cycle from embryo to adult, thereby learning the mechanisms which lead to their attachment to a ship's hull. As a start, the biologists kidnap barnacles from the sea by lowering sheets of aluminum to which the unsuspecting barnacles attach themselves.

After the sheets are brought out of the water, embryos are removed from the adults and the rearing process through the successive stages of the barnacle's life begins.

While the young barnacles are growing up, they lead a pleasant life. Only the most vigorous larvae are accepted after hatching. The healthy ones are separated from their sluggish brothers by placing a small spotlight on one side of the tank. The healthy ones move into the light.

The larvae are then transferred to a rearing vessel where they live in filtered seawater and feed upon the choicest algae. Best of all, from

a barnacle's viewpoint, there is a film of bacterial slime on which they settle and metamorphose into young adult barnacles.

When the barnacle reaches the adult stage, it is then given the opportunity to take up residence on a test panel coated with experimental antifouling compounds. The biologists then observe the readiness with which the barnacles attach themselves as well as observing the shell building capabilities of the young barnacles already attached.

Raising barnacles in the lab has not always been easy. During early attempts, none lived even to the cyprid stage. As knowledge increased, however, such problems decreased so now there is an abundance of cyprids who have spent their entire lives in a laboratory environment who are ready to give their all to Navy science.

The ability to raise barnacles in the laboratory represents a step forward in eliminating fouling of ships for without laboratory bred barnacles their actual attachment to test surfaces could not be studied.

Now, with increased technical control, study of the effectiveness of antifouling toxics and coatings which contain toxics can be pursued to greater advantage.





rating. Applicants for the Medical Service Corps (Supply and Administration), however, must at least have been hospital corpsmen first class or dental technicians first class for one year before they submit their applications.

Those applying for OCS, AOC, NAOC and OC(W) programs must have at least six months of obligated service remaining on their current enlistment when they receive orders to school.

NavCad selectees must have at least two years left to serve when they begin their training. Those who have less than the minimum can voluntarily extend their enlistment for a year.

Applications for all programs can be submitted any time. However, classes for the officer candidate (women) programs convene only in July and October each year. For these programs, the cutoff dates are 10 May and 10 September. Applications received after these dates are automatically considered for the next class.

Complete details concerning officer programs leading to appointment to commissioned grades in the U. S. Naval Reserve can be found in BuPers Inst 1120.35B.

### Correspondence Courses

Three enlisted correspondence courses have been revised and two officer correspondence courses have been discontinued. The revised courses are now available through the Naval Correspondence Course

Center, Scotia, N.Y. 12302

The revised enlisted courses:

- *Construction Mechanic, 1 & C*, NavPers 91581-2B, supersedes NavPers 91581-2A.

- *Aviation Boatswain's Mate E 3 & 2*, NavPers 91678-A supersedes NavPers 91678.

- *Dental Technician, Prosthetic 1 & C*, NavPers 91687-1D, supersedes NavPers 91687-1C.

The discontinued officer courses:

- *Hot Weather Engineering*, NavPers 10915-3.

- *Navy Organization for National Security*, NavPers 10721-A1.

### Allotment Rules Changed For Overseas and Afloat

If you have ever authorized allotments from your pay, you probably realized that the items from which allotments could be made were those which are credited on a continuous basis.

Beginning this June, however, a change was made. The Secretary of Defense expanded the items of pay from which allotments can be made by Navymen overseas and aboard ships.

Here is a listing of these pay items. Opposite the pay item, there is a notation concerning the conditions under which Navymen receiving the special pay may authorize allotments.

#### New Items of Pay from which Allotments May Be Made

(by personnel at sea or overseas)

- Incentive pay—hazardous duty—submarine:

Applies to everyone.

- Incentive pay—hazardous duty—aviation:

Applicable to Navymen who receive permanent

flight duty orders assigning them to squadrons deployed overseas, to ships or to overseas duty stations.

- Sea duty and foreign duty pay: Everyone is eligible.

- Hostile fire pay: Applicable to all Navy-men who are permanently assigned ashore where hostile fire pay is paid on a continuous basis.

- Proficiency pay: Applies to everyone assigned aboard ship or overseas.

- Family separation allowance—restricted area: Applies to everyone assigned to overseas duty stations

- Family separation allowance—ship: Applies to everyone when the anticipated overseas deployment away from the home port is greater than five months.

- Diving duty pay: For all Navymen assigned to ships or overseas duty stations.

In this connection, a Navyman is not considered to be overseas if he is stationed in Alaska or Hawaii.

You can register an allotment up to the maximum amount as soon as you receive orders sending you to a qualified duty station. The allotment will become effective the first full month of qualifying duty.

When the allotment is authorized on any of the items of pay listed above, the allotment may be paid as long as your entitlement exists, regardless of whether or not your duty station is changed.

The items of pay listed above, of course, are not necessarily payable on a continuing basis. If you are eligible to make an allotment on any of these items, you should maintain a certain degree of vigilance to avoid overpayment when your status changes.

To make life easier for you—partic-

## What Credit Buying Really Costs You

Summer brings an abundance of vacations, home improvements, new cars and, sometimes, other major expenses. If you don't have the cash on hand (or in a savings account), obviously you won't be able to pay for them by cash.

Under such circumstances, you may use a credit card or loan to pay for your purchases. Here is a list of several types of major purchases and what the financing of them will cost you, courtesy of Navy Relief Society. It tends to make you think.

(Other information on budgets, savings and borrowing is available in a roundup in ALL HANDS, November 1965.)

| Type of Purchase             |           | Monthly Payment | Months | Total Finance Cost | Plan Offered By | True Interest |
|------------------------------|-----------|-----------------|--------|--------------------|-----------------|---------------|
| Auto Loan                    | \$1500.00 | \$55.00         | 30     | \$150.00           | Bank            | 7.7%          |
| Automobile Purchase          | 3126.15   | 86.89           | 30     | 339.99             | Finance Agency  | 11.6%         |
| Modernizing Materials        | 350.00    | 11.74           | 36     | 72.50              | Dept. Store     | 13.4%         |
| Furniture or Major Appliance | 360.00    | 16.92           | 24     | 56.00              | Dept. Store     | 15.4%         |
| Revolving Charge Account     |           |                 |        |                    | Dept. Store     | 18.0%         |
| Unsecured Personal Loan      | 100.00    | 6.72            | 20     | 34.40              | Finance Agency  | 39.3%         |
| Holiday Tour                 | 290.66    | 15.66           | 20     | 52.20              | Airline         | 22.9%         |

ularly if you are overseas—you can now authorize your disbursing officer to mail your check directly to whatever financial organization you specify.

Full details may be found in Nav-Compt Notice 7220 of 19 May 1966.

## List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*The Naked Prey* (WS): Drama; Cornel Wilde, Gert Van Der Berg.

*Secret Agent Fireball* (WS): Melodrama; Richard Harrison, Dominique Boschero.

*You Must Be Joking*: Comedy; Michael Callen, Lionel Jeffries.

*Poison Ivy*: Melodrama; Eddie Constantine, Dominique Wilms.

*Hallelujah Trail* (C): Comedy; Burt Lancaster, Lee Remick.

*Gunpoint*: Western; Audie Murphy, Joan Staley.

*The Return of Mr. Moto*: Melodrama; Henry Silva, Terance Longdon.

*The Boy Cried Murder*: Drama; Fraser Macintosh, Veronica Hurst.

*Inside Daisy Clover* (WS) (C): Drama; Natalie Wood, Christopher Plummer.

*Lord Love a Duck*: Comedy; Roddy McDowell, Tuesday Weld.

*Frankie & Johnnie*: Musical Drama; Elvis Presley, Donna Douglas.

*Life at the Top*: Drama; Laurence Harvey, Jean Simmons.

*Von Ryan's Express* (WS) (C): Melodrama; Frank Sinatra, Trevor Howard.

*Paradise Hawaiian Style*: Musical Comedy; Elvis Presley, Suzanna Leigh.

*How Not To Rob A Department Store*: Comedy; Jean Claude Brialy, Marie Laforet.

*The Ghost*: Drama; Barbara Steele, Peter Baldwin.

*King Rat*: Drama; George Segal, Tom Courtenay.

*Make Like a Thief*: Drama; Richard Long, Ake Lindman.

*Enough Rope*: Mystery Drama; Gert Frobe, Yvonne Furneaux.

*To The Shores of Hell* (C):

Drama; Marshall Thompson, Robert Dorman.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instruction and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 29—Reminded commands of the President's memorandum directing that steps be taken to avoid wasteful procurement practices and to hold inventories to normal levels.

No. 30—Directed that certain drugs be suspended from issue and use.

No. 31—Directed commands and activities to intensify efforts to inform all hands of the benefits of savings bonds.

No. 32—Announced approval by the President of the names of those line officers nominated for promotion to the grade of rear admiral.

No. 33—Discussed the Internal Revenue Service ruling that applies to combat zone tax exclusion of commissioned officers drawing saved pay.

No. 34—Discussed the possible consolidation of news service contracts and requested naval activities being serviced to provide certain information to the Chief of Information.

No. 35—Announced extension of the savings bond campaign through 30 June.

No. 36—Announced approval by the President of the names of those staff corps officers nominated for promotion to the grade of rear admiral.

### Instructions

No. 1120.35B—Provides in one source the eligibility requirements for officer programs leading to appointment to commissioned grade in the Naval Reserve.

No. 1133.18A—Updates instructions for administration of the Variable Reenlistment Bonus Program.

No. 1640.5E—Establishes criteria for designation of the place of confinement for persons sentenced to confinement by courts-martial.

### Notices

No. 1020 (24 May)—Announced advance changes to U. S. Navy Uniform Regulations, 1959.

No. 3760 (25 May)—Discussed interim reporting procedures for the flight activity of Naval Flight Officers.

No. 1421 (3 June)—Provided authority for effecting promotions to the grades of commander, lieutenant commander and lieutenant.

No. 1560 (6 June)—Provided information to commanding officers and individuals on matters related to the Veterans' Administration program of educational benefits.

No. 1742 (6 June)—Provided information concerning the Navy's voting program and directed attention to the citizenship and voting responsibilities of naval personnel in the 1966 elections.

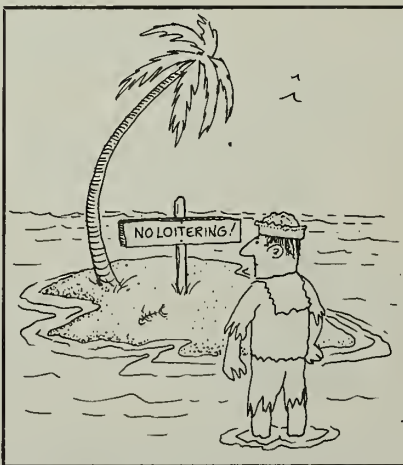
No. 1221 (13 June)—Announced changes to the Navy Enlisted Classification Coding System which are to be incorporated in NavPers 15150K, scheduled for distribution in September.

## Skydiving Seal

A PhibLant SEAL won the right to compete in the National Skydiving Championships by placing in the Eastern Conference Skydiving Meet held at Applegarth, N. J.

Stan Janecka, torpedoman's mate first class, took first place in the style event and placed third in overall competition to win his berth in the nationals.

Navyman Tom Sutherland, of UDT 21, placed 10th in the meet.







## An Ode to the Fleet

**S**HIPS' PERSONNEL, particularly those who have been concerned with the preparation of ships' deck logs, may wonder what happens to these logs after they have been submitted to BuPers.

It will be interesting to know that, since the early 1800s, the deck logs of all U. S. naval ships that were required to submit logs have been maintained in permanent file.

Ships' deck logs have a definite legal, factual and historical value and, therefore, are used frequently in supplying technical or historical data for various research projects. They also provide information for determining the legality of personnel and admiralty claims.

For these reasons, it is important that each ship's deck log be properly prepared and maintained as a permanent record.

At present, more than 1000 logs are received each month in the Ships' Deck Log Section of BuPers. Upon receipt in the Bureau, each log is reviewed for legibility, omissions, irregularities, unnecessary security classification and conformance with regulations.

The majority of logs received are found to be in shipshape condition; however, some do contain errors from time to time, and must be returned to the ships concerned for necessary corrective action.

Among the most common errors

found are: Omission of signatures; omission of complete watch entries; submission of weather sheets with deck logs; submission of typed log entries in lieu of the original handwritten entries; incorrectly dated log sheets; inconsistent labeling of watch entries; submission of partial logs or log sheets rather than a complete monthly log; omission of ship's position while underway; and untimely submission of logs.

Inspired by the traditional New Year's logs written in verse, and in an effort to emphasize the necessity for well prepared deck logs, the Ships' Deck Log Staff of BuPers has summed up the foregoing narrative in verse as follows:

We've read New Year's logs, which are written in verse,  
And we know it's not easy when you don't rehearse.  
All in all, we've had many a laugh—  
Now here's one for the Fleet from the Deck Log Staff.

Each day of the year, your logs pour in  
With dates, times and places, showing where you have been.  
When received in BuPers, logs don't just gather dust.  
It's our job to use them—and review them we must.

They're helpful in writing ships' histories,  
And also revealing crew injuries.  
Is a ship entitled to an award?  
To determine this—over logs we've pored.

These are only a few of the things, you see,  
For which the log's kept, purposely.  
So—in writing your log, think of the above,  
And keep a good one for the ship you love.

There are now some reminders we'd like to mention,  
If we may please bring them to your attention:

Handwritten logs save time—that is true—  
But their purpose is ruined when they arrive overdue.  
So—legible logs and timely submission  
Are what's desired from all ships in commission.

On duty, a watch officer will never earn fame

If, after his watch, he signs not his name.  
Sometimes, other signatures are also omitted;  
But to name those responsible, we won't be committed.

A ship's position while underway  
Should be recorded three times a day.  
For this data, there's a definite need;  
We request that ALL ships kindly heed.

The reviewing process you will bog,  
If you send us only half a log.  
Whether in port or underway,  
Don't send log sheets day by day.

Submit all logs only when complete;  
Extra paper this will delete.  
Weather data—which some deplore—  
Must still be gathered as before;

But instead of submitting it with the log,  
Please send to the Center that has "Cog:"  
National Weather Center, Asheville, N. C.,  
That's where the weather sheets should be.

While some of your logs have slight variations  
From procedures set forth in Regulations,  
We must commend the many ships  
That send us their logs without any slips.  
(Some of these logs, we'd like to frame;  
They're far too many to mention by name.)

Now we know how OODs scorn  
When they're stuck with the verse on New Year's morn;  
And while this is but OUR first edition,  
It's also our last—for it's not tradition.

To all Navy ships—both in port and at sea—  
You are our pride where'er you may be.  
And as a closing thought, we'd just like to say,  
Thanks for a job well done each day!  
—The Ship's Deck Log Staff of BuPers





# ... AND YOU WERE

IF YOU SERVED in the below listed ships and units during the periods shown, you may be entitled to one of the following medals:

- **Armed Forces Expeditionary Medal**—For the operations in Vietnam, Taiwan, Cuba, the Dominican Republic, Lebanon, Congo, and Quemoy-Matsu.

- **Navy Expeditionary Medal**—For Cuban operations between 3 Jan 1961 and 23 Oct 1962.

- **Vietnam Service Medal**—For service in Vietnam between 4 Jul 1965 and a terminal date which will be announced.

To qualify for the awards, you must have actually participated in the action or service for which the respective medal was awarded. Members of rear echelons, transients, observers, and personnel assigned for short periods of TAD are normally not eligible for the awards unless they participated in actual combat operations.

Navymen who meet the above criteria for Vietnam operations between 1 Jul 1958 and 3 Jul 1965 are eligible for the Armed Forces Expeditionary Medal. However, they may be awarded the Vietnam Service Medal in lieu of the AFEM, if they so desire. No individual may be issued both medals for Vietnam service. (It is possible, of course, for you

to receive both the Vietnam Service Medal and the AFEM, provided the latter award was for service in Berlin, Lebanon, Quemoy-Matsu, Taiwan, Congo, Cuba, or Dominican Republic, and you elect to be awarded the Vietnam Service Medal rather than a star on the AFEM.)

The Vietnam Service Medal is being awarded to all members of the Armed Forces serving at any time in Vietnam, its waters, or its air space, between 4 Jul 1965 and a terminal date which will be announced. For other eligibility requirements, see page 59.

Specifically, you may qualify for the Vietnam Service Medal by:

- Being attached to and serving with a ship or unit participating in or directly supporting military operations in Vietnam.

This includes one or more days' shore or sea duty with such a unit, or participation as a crew member in one or more flights into the air space above Vietnam or adjacent waters in support of operations.

- Serving on temporary duty for 30 consecutive or 60 non-consecutive days in Vietnam or contiguous areas. This time limit may be waived if you participated in actual combat operations.

You may not be awarded the Vietnam Service Medal more than once.

The medal is not yet available. Requests should not be submitted until an announcement is made that the medal is ready for distribution.

If you require evidence that you were a member of an eligible ship or unit during the periods of eligibility you may request the evidence from the Chief of Naval Personnel. Certifications are being received daily from commanding officers of eligible ships and units. Additional listings will be published in SecNav Notices as soon as practicable.

Partial lists of ships and units eligible for the Armed Forces Expeditionary Medal for operations in Vietnam, Congo, Taiwan, Quemoy, Lebanon and Cuba were published in the July 1964 and October 1965 issues of ALL HANDS Magazine.

The ships, units and eligibility requirements listed below were announced in a series of SecNav Notices 1650 of 2 March, 3 March, 23 March, 8 April and 10 May 1966. Because of the interest in this subject and the number of inquiries received, the recent listings have been combined and are published here.

*Note:* This report includes only the latest listings. If your ship or unit is not included here, check the above-mentioned issues of ALL HANDS or the earlier listings in SecNav Instructions or Notices of the 1650 series.

## Armed Forces Expeditionary Medal Vietnam

**Advance (MSO 510)**  
10-22 Feb 1965; 7-18 Mar 1965

**Alamo (LSD 33)**  
5 August-28 Sep 1964

**Albatross (MSC 289)**  
19-31 Jul 1964

**Ashtabula (AO 51)**  
5-14 Aug 1964; 25 Aug-1 Sep 1964

**Bashaw (AGSS 241)**  
17-23 Jun 1964

**Bauer (DE 1025)**  
11 August-22 Sep 1964

**Patrol Squadron One**

**Berkeley (DDG 15)**  
2-5 Aug 1964

**Bexar (APA 237)**  
23 Nov-4 Dec 1964; 7-10 May 1965; 18-19 May 1965

**Black (DD 666)**  
15-27 Feb 1965; 5-18 Mar 1965; 10 Apr-7 May 1965; 26 May-15 Jun 1965

**Blue (DD 744)**  
14-18 May 1962; 10-28 Jun 1964  
**Bon Homme Richard (CVA 31)**  
2 Sep-6 Nov 1964

**USS Fortify (MSO 446)**

**Boyd (DD 544)**  
2 Feb-4 Mar 1965; 15 Mar-21 Apr 1965; 10 May-2 Jun 1965

**Brush (DD 745)**  
11-23 Jul 1964; 8-26 Aug 1964

**Buchanan (DDG 14)**  
17 Feb-19 Mar 1965; 1-24 Apr 1965; 12 May-8 Jun 1965

**Buck (DD 761)**  
2-12 Feb 1965; 18 Feb-4 Mar 1965; 17 Mar-19 Apr 1965; 1-11 May 1965; 22 May-8 Jun 1965

**Bugara (SS 331)**  
9 Aug-5 Sep 1964

**Cacapon (AO 52)**  
17 Mar-17 May 1965

**Canberra (CAG 2)**  
2-6 Feb 1965; 10-13 Feb 1965; 15-22 Feb 1965; 14-15 Mar 1965; 26-31 Mar 1965; 1-30 Apr 1965; 1-10 May 1965; 19-31 May 1965; 1-9 Jun 1965

**Carter Hall (LSD 3)**  
20-23 Feb 1964; 29 Feb-1 Mar 1964

**Castor (AKS 1)**  
11-16 Sep 1964; 19-26 Sep 1964

**USS Constellation (CVA 64)**





# THERE

Catamount (LSD 17)  
30 Oct-7 Nov 1962  
Cavalier (APA 37)  
5 Aug-28 Sep 1964  
Chondler (DD 717)  
11 Aug-4 Sep 1964; 15-22 Sep 1964  
Chemung (AO 30)  
1-7 Sep 1964; 14-26 Sep 1964  
Chevalier (DD 805)  
17 Feb-21 Mar 1965; 2-24 Apr 1965; 17 May-7 Jun 1965  
Chipola (AO 63)  
14 Sep-12 Oct 1964  
Cocopa (ATF 101)  
24-26 Dec 1963  
Collett (DD 730)  
22-28 Jun 1964; 10-28 Jun 1965  
Colonial (LSD 18)  
12 Aug-8 Oct 1964  
Columbus (CG 12)  
5 Sep-1 Oct 1964  
Constellation (CVA 64)  
6 Jun-13 Jul 1964; 4 Aug-21 Sep 1964  
Coontz (DLG 9)  
6 Oct-2 Dec 1964  
Cowell (DD 547)  
20 Sep-2 Oct 1964  
Current (ARS 22)  
19-31 Jul 1964; 5-25 Aug 1964  
Currituck (AV 7)  
8-13 Jun 1964  
Cusk (SS 348)  
12 Aug-21 Sep 1964  
  
Dale (DLG 19)  
1 Feb-9 Mar 1965; 17-25 Mar 1965; 19 Apr-13 May 1965  
DeHaven (DD 727)  
26 Aug-2 Sep 1963; 4-12 Sep 1963; 1-6 Nov 1963; 1-12 Jun 1964  
Dixie (AD 14)  
23 Nov 1964-16 Feb 1965; 28 Feb-4 Apr 1965  
  
Edson (DD 946)  
2-5 Aug 1964  
Eldorado (AGC 11)  
8 Aug-22 Sep 1964  
Elkhorn (AOG 7)  
2 Aug-28 Sep 1964  
Energy (MSO 436)  
18 Mar-1 Apr 1965  
Engage (MSO 433)  
6-29 Sep 1964  
Epperson (DD 719)  
14-18 May 1962  
Epping Forest (MCS 7)  
19-31 Jul 1964; 10-15 Oct 1964  
Ernest G. Small (DDR 838)  
7-12 Jun 1964; 24-28 Jan 1965; 1-28 Feb 1965; 1 Mar 1965; 15-17 Mar 1965; 28-29 Mar 1965; 23-30 Apr 1965; 1-13 May 1965; 8-24 Jun 1965  
Evans (DE 1023)  
11 Aug-22 Sep 1964

USS Canberra (CAG 2)



Fechtelner (DD 870)  
12-22 Jun 1964; 28 Jun-13 Jul 1964; 2-5 Aug 1964  
Fortify (MSO 446)  
17-25 Sep 1964  
Frank Knox (DDR 742)  
24-27 Jan 1962; 7-28 Jun 1964

Goinord (DD 706)  
2 Nov-5 Dec 1962  
Gannet (MSC 290)  
19-31 Jul 1964  
George K. MacKenzie (DD 836)  
24-28 Jan 1965; 1-20 Feb 1965; 4-30 Apr 1965; 1-20 May 1965; 1-3 Jun 1965  
Goldsborough (DDG 20)  
8-26 Feb 1965; 20 Mar-28 Apr 1965  
Graffias (AF 29)  
1-24 Aug 1964  
Gridley (DLG 21)  
28 Jun-10 Jul 1964; 2-5 Aug 1964  
Guadalupe (AO 32)  
6 Jan 1962; 20 Jan 1962; 24 Mar-5 Apr 1962  
Gunstan Hall (LSD 5)  
9 Dec 1964-10 Jan 1965  
Gurke (DD 783)  
19-23 May 1960; 22-24 Dec 1964; 29 Dec 1964; 31 Dec 1964; 1-4 Jan 1965; 6-9 Jan 1965; 15 Jan 1965; 23-25 Jan 1965; 1-13 Feb 1965; 21 Feb 1965; 17 Mar 1965; 5-7 Apr 1965; 9-11 Apr 1965; 13 Apr 1965

Halsey (DLG 23)  
2-24 Feb 1965; 17-31 Mar 1965; 1-17 Apr 1965; 3-23 May 1965  
Hamner (DD 718)  
1-13 Feb 1965; 1-5 Mar 1965; 16-19 Mar 1965; 27-31 Mar 1965; 1-12 Apr 1965; 1-3 May 1965; 10-28 May 1965  
Harry E. Hubbard (DD 748)  
2-5 Aug 1964; 20-23 Sep 1964; 30 Sep-10 Oct 1964  
Hossayampa (AO 145)  
2-11 Aug 1964; 17-29 Aug 1964  
Hendersan (DD 785)  
11 Aug-22 Sep 1964  
Henry W. Tucker (DD 875)  
3-5 Feb 1965; 10-31 Mar 1965; 1-10 Apr 1965; 6-31 May 1965; 1-3 Jun 1965  
Higbee (DD 806)  
17 Aug-30 Sep 1964; 4-28 Feb 1965; 1-25 Mar 1965; 27-31 Mar 1965; 23-30 Apr 1965; 1-9 May 1965  
Hitchiti (ATF 103)  
5-25 Aug 1964  
Hollister (DD 788)  
11 Aug-22 Sep 1964  
Hooper (DE 1026)  
11 Aug-22 Sep 1964



Coastal Bombardment of Viet Cong

Navv Expeditionary Medal

Hopewell (DD 681)  
13 Nov-15 Dec 1964

Inflit (MSO 456)  
17-25 Sep 1964

Jenkins (DD 447)  
8-26 Feb 1965; 20 Mar-28 Apr 1965

John A. Bole (DD 755)  
8-26 Feb 1965; 20-28 Apr 1965  
John W. Thomason (DD 760)  
8-26 Feb 1965; 20 Mar-28 Apr 1965

Joseph Strauss (DDG 16)  
17 Aug-30 Sep 1964; 26-31 Jan 1965; 1-27 Feb 1965; 15-17 Mar 1965; 27-29 Mar 1965; 23-30 Apr 1965; 1-13 May 1965; 8-24 Jun 1965

Kearsarge (CVS 33)  
11 Aug-22 Sep 1964  
Kennebec (AO 36)  
3 Aug-1 Sep 1964; 9-16 Sep 1964  
King (DLG 10)  
7 May-6 Jun 1965  
Kitty Hawk (CVA 63)  
20 May-10 Jun 1964

Vietnam Service Medal

Armed Forces Expeditionary



# EXPEDITIONARY AND SERVICE MEDALS (cont.)

Leonard F. Mason (DD 852)  
1-30 Sep 1964; 14-21 Mar 1965;  
23-31 Mar 1965; 1-4 Apr 1965;  
7-17 May 1965  
Lofberg (DD 759)  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Loyalty (MSO 457)  
17-25 Sep 1964  
Lynde McCormick (DDG 8)  
8 Oct-4 Nov 1964  
  
Maddox (DD 731)  
2 Aug-3 Sep 1964  
Magoffin (APA 199)  
14 Aug-20 Sep 1964  
Manatee (AO 58)  
8 Jun-11 Jul 1964; 11-27 Aug  
1964; 6-13 Sep 1964  
Mars (AFS 1)  
8-10 Jan 1965; 15 Feb-23 Mar  
1965  
Mauna Kea (AE 22)  
11-28 Aug 1964  
McDermut (DD 677)  
28 Feb-6 Mar 1962  
Molala (ATF 106)  
24 Aug-24 Sep 1964  
Monticello (LSD 35)  
14 Aug-28 Sep 1964  
Moore (DD 741)  
7-10 Jun 1964  
Morton (DD 948)  
14-20 Sep 1964  
Munsee (ATF 107)  
11 Jun-3 Jul 1965  
  
Nicholas (DD 449)  
24 Mar-16 Apr 1965  
  
Oklahoma City (CLG 5)  
4 Aug-3 Sep 1964  
Orleck (DD 886)  
17 Aug-30 Sep 1964; 10-31 Mar  
1965; 1-16 Apr 1965  
Oxford (AGTR 1)  
1-3 Jul 1965  
Oxbourn (DD 846)  
11 Aug-22 Sep 1964  
  
Poracutin (AE 18)  
11-21 Sep 1964  
Parsons (DD 949)  
9-24 Oct 1964; 13-15 Dec 1964  
Peacock (MSC 198)  
19-31 Jul 1964  
Phoebe (MSC 199)  
19-31 Jul 1964  
Pickaway (APA 222)  
9 Aug-28 Sep 1964  
Piedmont (AD 17)  
1-11 Jul 1964  
Pine Island (AV 12)  
4 Aug-3 Sep 1964  
Plotte (AO 24)  
2 Feb-24 Mar 1965  
Pollux (AKS 4)  
11 Aug-2 Sep 1964  
Ponchatoula (AO 148)  
19 Oct 1964; 24-30 Oct 1964;  
25-29 Jan 1965; 1-12 Feb 1965;  
21 Feb-16 Mar 1965  
Preston (DD 795)  
28 Jun-10 Jul 1964; 2-5 Aug  
1964  
Prichett (DD 561)  
20 Sep-2 Oct 1964; 13-30 Jun  
1965

Princeton (LPH 5)  
27-31 Oct 1964; 1-9 Nov 1964;  
16-30 Nov 1964; 1-10 Dec 1964;  
26 Dec 1964-20 Jan 1965  
Pracyon (AF 61)  
26 Aug-8 Sep 1964  
Pyro (AE 24)  
12 Feb-9 Mar 1965  
  
Rainier (AE 5)  
5-13 Aug 1964; 22 Aug-13 Sep  
1964  
Raton (AGSS 270)  
12-20 Aug 1964  
Reeves (DLG 24)  
7 May-2 Jun 1965; 10-28 Jun  
1965  
Regulus (AF 57)  
5-9 Aug 1964  
Renville (APA 227)  
8 Aug-8 Oct 1964  
Richard S. Edwards (DD 950)  
14-20 Sep 1964  
Robison (DDG 12)  
30 Dec 1964-15 Jan 1965  
Rowan (DD 782)  
4-15 Feb 1965; 27 Feb-17 Mar  
1965; 10 Apr-7 May 1965; 26  
May-13 Jun 1965  
Rupertus (DD 851)  
24-31 Jan 1965; 1-3 Feb 1965;  
28-31 Mar 1965; 1-28 Apr 1965;  
21-24 Jun 1965  
  
Sabalo (SS 302)  
2 Sep-2 Oct 1964  
Safeguard (ARS 25)  
25 Aug-24 Sep 1964  
Solisbury Sound (AV 13)  
12-19 Feb 1965  
Samuel N. Moore (DD 747)  
20-31 May 1964; 1-10 Jun 1964;  
12-26 Jul 1964; 2-20 Aug 1964;  
24-31 Aug 1964  
Sargo (SSN 583)  
10-28 Aug 1964; 7-22 Sep 1964  
Sea Fox (SS 402)  
25-30 May 1964  
Seadragon (SSN 584)  
29 Aug-9 Sep 1964; 23-29 Sep  
1964  
Segundo (SS 398)  
15-30 Sep 1964  
Shelton (DD 790)  
7-28 Jun 1964  
Somers (DD 947)  
19-23 May 1960; 9-28 Feb 1965;  
1-5 Mar 1965; 10 Mar-1 Apr  
1965; 26 Apr-22 May 1965  
Southerland (DD 743)  
10 Apr-11 May 1965; 21 May-  
3 Jul 1965  
Sterler (SS 392)  
11 Aug-17 Sep 1964  
Surfbird (ADG 383)  
5-9 Aug 1963  
  
Talladego (APA 208)  
11-18 Jun 1965  
Tang (SS 563)  
19-30 Sep 1964  
Taussig (DD 746)  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Taylor (DD 468)  
8-26 Feb 1965; 20 Mar-28 Apr  
1965

Theodore E. Chandler (DD 717)  
11 Aug-22 Sep 1964  
Ticonderoga (CVA 14)  
2-5 Aug 1964; 10 Jul-30 Aug  
1964; 6-30 Sep 1964; 22-29 Oct  
1964  
Tiru (SS 416)  
25 Apr-24 May 1965  
Talovana (AO 64)  
18-22 Aug 1964; 29 Aug-7 Sep  
1964  
Topeka (CLG 8)  
8 Jun-11 Jul 1964  
Tortuga (LSD 26)  
9 Aug-28 Sep 1964  
Towers (DDG 9)  
8-14 Feb 1965; 22 Feb-6 Mar  
1965; 9 Mar-2 Apr 1965;  
26 Apr-11 May 1965  
Tulare (AKA 112)  
8 Aug-28 Sep 1964  
Turner Joy (DD 951)  
28 Jun-10 Jul 1964; 23 Jul-2 Sep  
1964  
  
Valley Forge (LPH 8)  
5 Aug-28 Sep 1964  
Vega (AF 59)  
27-31 Oct 1964  
Vernon County (LST 1161)  
10 Aug-28 Sep 1964  
Vireo (MSC 205)  
19-31 Jul 1964  
  
Walker (DD 517)  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Warbler (MSC 206)  
19-31 Jul 1964  
Washoe County (LST 1165)  
11 Aug-28 Sep 1964  
Wedderburn (DD 684)  
15 Oct-13 Nov 1964  
Weiss (APD 135)  
15 Feb-24 Mar 1963; 25 Aug-28  
Sep 1964  
  
Westchester County (LST 1167)  
9 Aug-28 Sep 1964  
Whetstone (LSD 27)  
8 Aug-28 Sep 1964  
Whippoorwill (MSC 207)  
19-31 Jul 1964  
Whitfield County (LST 1169)  
17 Aug-28 Sep 1964  
Widgeon (MSC 208)  
19-31 Jul 1964  
Wiltsie (DD 716)  
1-21 Feb 1965; 3 Mar-5 Apr  
1965; 17-26 Apr 1965; 5 May-6  
Jun 1965  
Windham County (LST 1170)  
10 Aug-28 Sep 1964  
Winston (AKA 94)  
9 Aug-8 Oct 1964  
Woodpecker (MSO 209)  
19-31 Jul 1964  
Worden (DLG 18)  
5 Sep-11 Oct 1964  
  
Yorktown (CVS 10)  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Zelima (AF 49)  
16-30 Sep 1964

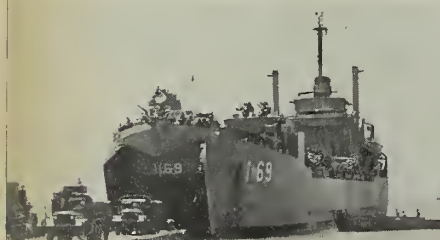
## Units

Air Antisubmarine Squadron 23\*  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Air Antisubmarine Squadron 25\*  
8-26 Feb 1965  
Airborne Early Warning Squadron  
1\*  
3 Jul 1964-2 Jul 1965  
Air Transport Squadron 7\*  
1 Aug 1960-20 Oct 1963  
Air Transport Squadron 7, Det A\*  
1 Aug 1960-12 Feb 1965  
ALUSNA Vietnam  
1 Jul 1958-1 Jun 1964  
  
Beachmaster Unit 1  
3-7 Jun 1965  
  
Carrier Airborne Early Warning  
Squadron 11, Det Foxtro\*  
6 Jun-13 Jul 1964  
Carrier Airborne Early Warning  
Squadron 11, Det Tango\*  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Carrier Airborne Early Warning  
Squadron 13\*  
3 Jan-15 Feb 1963  
Carrier Airborne Early Warning  
Squadron, Det 1\*  
10 Aug 1962-21 Sep 1962  
Commander Antisubmarine War-  
fare Group 3  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Commander Carrier Antisubmarine  
Group 55  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Commander Destroyer Division 32  
24-31 Jan 1965; 1-3 Feb 1965;  
28-31 Mar 1965; 1-28 Apr 1965;  
21-24 Jun 1965  
Commander Destroyer Division 72  
2-12 Feb 1965; 18 Feb-4 Mar  
1965; 17 Mar-19 Apr 1965; 5  
May-9 Jun 1965  
Commander Destroyer Division 152  
2 Feb-7 Mar 1965; 18-25 Mar  
1965; 10 Apr-7 May 1965; 26  
May-13 Jun 1965  
Commander Destroyer Division 213  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Commander Destroyer Squadron 3  
24-27 Jan 1965; 4-20 Feb 1965;  
15-17 Mar 1965; 27-29 Mar  
1965; 23-30 Apr 1965; 1-13 May  
1965; 8-24 Jun 1965  
Commander Destroyer Squadron 7  
8-14 Feb 1965; 22 Feb-6 Mar  
1965; 9 Mar-2 Apr 1965; 26  
Apr-22 May 1965  
Commander Destroyer Squadron  
11  
8-26 Feb 1965; 20 Mar-28 Apr  
1965  
Commander Destroyer Squadron 15  
17 Feb-19 Mar 1965; 1-24 Apr  
1965; 12 May-8 Jun 1965  
Commander Mine Division 92\*  
10-22 Feb 1965; 7 Mar-1 Apr  
1965  
Commander Seventh Fleet Det A  
22 May 1964-\*

USS Whitfield County (LST 1169)

USS Sargo (SSN 583)

Epping Forest (LSD 4) and Peacock (MSC 198)







USS Salisbury Sound (AV 13)



USS Cocopa (ATF 101)



USS Maddox (DD 731)

Electronics Countermeasure Squadron 1 Det\*  
6 Jun-13 Jul 1964

Fighter Squadron 51\*  
6 Jun-13 Jul 1964  
Fleet Air Reconnaissance Squadron 1\*  
1 Jul 1958-3 Jul 1965  
Fleet Air Reconnaissance Unit 1  
Apr 1963--\*\*  
Fleet Air Support Squadron 21, Det Japan\*  
4 Aug--\*\*

Fleet Tactical Support Squadron 3\*  
1 Jul 1958-3 Jul 1965  
Fleet Tactical Support Squadron 7,

Det A\*  
5 Jul 1964-11 Feb 1965  
Headquarters Support Activity\*  
1 Jul 1962-3 Jul 1965  
Helicopter Antisubmarine Squadron 4\*  
8-26 Feb 1965; 20 Mar-28 Apr 1965  
Heavy Photographic Squadron 61\*  
1 Dec 1958-30 Nov 1961  
August 1964--\*\*  
Heavy Photographic Squadron 63 Det\*  
6 Jun-13 Jul 1964

Light Photographic Squadron 63, Det Echo\*  
6 Jun-13 Jul 1964

Light Photographic Squadron 63 Det Foxtrot\*  
6 Jun-13 Jul 1964

Mobile Inshore Undersea Warfare Surveillance Unit 11  
3 Jul 1965

Patrol Squadron 2\*  
11 Mar-1 May 1965  
Patrol Squadron 4\*  
15 Apr-3 Jul 1965  
Patrol Squadron 6\*  
1 Jul 1958-3 Jul 1965  
Patrol Squadron 9\*  
1 Feb-8 Jun 1965  
Patrol Squadron 17\*  
4 Aug-1 Oct 1964

Patrol Squadron 22\*  
1 Jun-3 Jul 1965  
Patrol Squadron 28\*  
4 Aug-15 Oct 1964; 1 Jul 1958-3 Jul 1965  
Patrol Squadron 40\*  
1 Sep 1959-15 Jun 1964  
Patrol Squadron 42\*  
4 Aug-15 Nov 1964  
Patrol Squadron 47\*  
4 Aug 1964--\*\*  
Patrol Squadron 48\*  
4 Aug-18 Sep 1964

\* Only those personnel actually serving in entitlement area during period listed.  
\*\* Date to be announced.

## Armed Forces Expeditionary Medal Taiwan Operations 23 Aug 1958—1 Jun 1959

Alamo (LSD 33)  
19 Nov 1958  
Aludra (AF 55)  
2-4 Sep 1958  
Ammen (DD 527)  
30 Aug 1958; 11 Oct-8 Nov 1958; 14 Nov 1958; 27 Nov 1958  
Apache (ATF 67)  
29 Oct 1958  
Avenge (MSO 423)  
9 Sep 1958

Bayfield (APA 33)  
26 Dec 1958  
Benner (DDR 807)  
30 Aug-29 Sep 1958; 7-24 Oct 1958  
Bennington (CVA 20)  
24 Sep 1958  
Black (DD 666)  
30 Aug-20 Sep 1958  
Bayd (DD 544)  
23-31 Aug 1958  
Braine (DD 630)  
30 Aug-6 Nov 1958  
Bridget (DE 1024)  
12-26 Sep 1958  
Buck (DD 761)  
15 Oct-18 Nov 1958

Carson (DDR 830)  
16 Sep 1958  
Costar (AKS 1)  
17 Oct 1958; 3-7 Nov 1958  
Cotnam (LSD 17)  
30 Aug 1958; 13-23 Sep 1958; 21-31 Oct 1958; 7 Nov 1958  
Chara (AKA 58)  
31 Aug-1 Sep 1958; 3-27 Sep 1958  
Chemung (AO 30)  
25-30 Sep 1958  
Cimarron (AO 22)  
6-18 Sep 1958; 29 Sep-10 Oct 1958; 24-27 Oct 1958; 11-19 Nov 1958; 26 Nov-5 Dec 1958  
Cocopa (ATF 101)  
28 Sep-17 Oct 1958; 31 Oct-20 Nov 1958  
Cagwell (DD 651)  
17 Oct-2 Nov 1958  
Collett (DD 730)  
6 Sep-16 Oct 1958

Columbus (CA 74)  
30 Aug-19 Sep 1958; 25 Sep 1958; 28 Sep-2 Oct 1958; 12-16 Oct 1958; 23-30 Oct 1958; 18-21 Nov 1958; 25-30 Nov 1958; 2-5 Dec 1958; 17-27 Dec 1958  
Conserver (ARS 39)  
19 Sep-20 Oct 1958  
Constant (MSO 427)  
7-14 Sep 1958  
Cawell (DD 547)  
17-29 Sep 1958  
Cushing (DD 797)  
12-20 Sep 1958; 29 Oct 1958; 3-6 Dec 1958

DeHaven (DD 727)  
22 Sep-16 Oct 1958  
Dennis J. Buckley (DDR 808)  
13 Sep-29 Oct 1958; 13-14 Nov 1958; 10 Dec 1958  
Diadon (SS 349)  
12 Nov 1958; 15-30 Nov 1958  
Douglas A. Munro (DE 422)  
29 Sep 1958; 7 Nov-7 Dec 1958; 14-31 Dec 1958

Edmonds (DD 406)  
12 Sep-29 Oct 1958; 7 Nov-31 Dec 1958  
Energy (MSO 436)  
8-14 Sep 1958  
Essex (CV 59)  
16-27 Sep 1958  
Ester (AKL 5)  
10-27 Sep 1958; 4-7 Oct 1958  
Everett F. Larsen (DD 830)  
6-27 Sep 1958

Firedrake (AE 14)  
3-16 Oct 1958  
Farrest Sherman (DD 931)  
20-27 Sep 1958  
Fartify (MSO 446)  
11 Sep 1958

Gaffias (AF 29)  
17-21 Sep 1958; 15-20 Oct 1958; 18-22 Nov 1958  
Grapple (ARS 7)  
30 Aug-15 Sep 1958  
Gregory (DD 802)  
23 Aug-24 Sep 1958; 26 Oct 1958; 30 Oct-3 Nov 1958

Guadalupe (AO 32)  
13-14 Nov 1958

Hale (DD 642)  
22 Sep 1958  
Halsey Powell (DD 686)  
26 Aug-1 Oct 1958; 3 Nov 1958  
Hamilton County (LST(M) 802)  
1 Sep-5 Oct 1958; 24 Oct 1958  
Hamul (AD 20)  
14-31 Dec 1958  
Hancock (CVA 19)  
26 Aug 1958  
Hanson (DDR 832)  
13-30 Oct 1958; 2-24 Nov 1958  
Hassayampa (AO 145)  
26 Nov 1958  
Helena (CA 75)  
23 Aug 1958; 26-31 Aug 1958; 3-10 Sep 1958; 12 Sep 1958; 21-22 Sep 1958; 1-4 Oct 1958; 13-15 Oct 1958; 14 Nov 1958  
Hitchiti (ATF 103)  
3-6 Dec 1958  
Hopewell (DD 681)  
23 Aug-4 Sep 1958

Ingersoll (DD 652)  
19-Sep-14 Oct 1958; 10-14 Nov 1958; 23-24 Nov 1958

Isherwood (DD 520)  
26 Aug 1958; 3 Sep-31 Oct 1958

Jarvis (DD 799)  
6 Sep 1958; 24 Sep 1958  
Jenkins (DDE 447)  
14 Oct 1958  
John A. Balle (DD 755)  
13 Oct 1958; 19-21 Nov 1958  
John S. McCain (DL 3)  
27 Sep-5 Nov 1958  
Jupiter (AVS 8)  
19 Sep-3 Oct 1958  
J. W. Thomasan (DD 760)  
16-28 Oct 1958; 4 Nov 1958; 17 Nov 1958

Kidd (DD 661)  
26 Aug-11 Sep 1958

Lexington (CVA 16)  
15 Oct 1958; 15 Nov 1958  
Lafberg (DD 759)  
19 Oct-10 Nov 1958  
Los Angeles (CA 135)  
11-22 Sep 1958; 2 Oct 1958; 4-10 Oct 1958; 21 Oct-7 Nov 1958  
Luzon (ARG 2)  
6 Sep-17 Oct 1958

### Landing Craft Offload Supplies in Vietnam





#### USS Bennington (CVS 20)

Lyman K. Swenson (DD 729)  
30 Aug 1958; 20-27 Sep 1958

Manatee (AO 58)  
23-26 Aug 1958; 3-12 Sep 1958

Mansfield (DD 728)  
30 Aug 1958; 4-19 Sep 1958;  
16 Oct 1958

Marshall (DD 676)  
2-6 Sep 1958; 18-27 Sep 1958

Mataco (ATF 86)  
31 Aug-13 Sep 1958

Mauna Kea (AE 22)  
7 Sep 1958; 28 Sep 1958

McDermut (DD 677)  
23 Aug-10 Sep 1958

McGinty (DE 365)  
10-26 Sep 1958; 3-12 Oct 1958

Midway (CVA 41)  
6-8 Sep 1958

Misplillon (AO 105)  
27 Aug-5 Sep 1958

Montrase (APA 212)  
1 Sep 1958; 8 Nov 1958

Mt Rainier (AE 5)  
13 Nov 1958; 28 Nov-1 Dec 1958

Mullany (DD 528)  
25 Aug-1 Nov 1958

Navasota (AO 106)  
6-26 Sep 1958; 16 Oct 1958; 28  
Oct-1 Nov 1958

Onslow (AVP 48)  
23 Aug-27 Sep 1958

Passumpsic (AO 107)  
3 Nov 1958; 8 Nov 1958

Peacock (MSC 198)  
6-9 Sep 1958

Picking (DD 685)  
20 Nov 1958

Pictor (AF 54)  
7-14 Sep 1958

Piedmont (AD 17)  
29 Aug-27 Nov 1958

Pivot (MSO 463)  
8 Oct 1958

#### Heavy Attack Squadron

Pluck (MSO 464)  
7-14 Sep 1958; 24 Oct 1958

Pollux (AKS 4)  
7-9 Sep 1958; 14-15 Sep 1958;  
2-5 Oct 1958; 7-15 Oct 1958  
30 Nov-3 Dec 1958; 17-19 Dec  
1958

Ponchatoula (AO 148)  
3-19 Sep 1958; 14 Oct 1958

Porterfield (DD 682)  
24 Aug-15 Sep 1958

Prichett (DD 561)  
20 Sep 1958; 29 Oct 1958

Sea Devil (SS 400)  
27-29 Dec 1958

Shangri La (CVA 38)  
30 Aug 1958

Shields (DD 596)  
30 Aug-1 Sep 1958; 4-14 Sep  
1958; 26 Sep-14 Oct 1958; 25  
Nov-3 Dec 1958

Skagit (AKA 105)  
1 Sep 1958

Spinax (SS 489)  
28-29 Oct 1958

Stoddard (DD 566)  
29 Aug-14 Oct 1958

Surfbird (ADG 383)  
2 Sep-11 Oct 1958

Taluga (AO 62)  
23 Nov 1958

Taussig (DD 746)  
13 Oct 1958; 13-17 Nov 1958

Tawakoni (ATF 114)  
12 Sep-28 Oct 1958

Taylor (DDE 468)  
14-15 Oct 1958

Tioga County (LST 1158)  
26 Dec 1958

Talavana (AO 64)  
2-7 Sep 1958; 18-28 Sep 1958;  
13-17 Oct 1958; 21-22 Oct 1958

Trathen (DD 530)  
6-19 Sep 1958; 11-16 Dec 1958

Twining (DD 540)  
30 Aug 1958; 6-9 Sep 1958; 27  
Sep 1958; 14 Dec 1958

Uhlman (DD 687)  
26 Aug-3 Sep 1958

Warbler (MSC 206)  
6 Sep 1958

Wedderburn (DD 684)  
23 Aug-3 Sep 1958

Westchester County (LST 1167)  
23-30 Aug 1958

Widgeon (MSC 208)  
9-29 Sep 1958; 15 Oct-4 Nov  
1958

Woodpecker (MSC 209)  
2 Sept-4 Nov 1958

#### USS Stoddard (DD 566)

Carrier Airborne Early Warning  
Squadron (VAW 11)\*  
26 Sep 1958-1 Jan 1959

Commander Fleet Air Wing One\*  
23 Aug 1958-1 Jan 1959

Fighter Squadron 23 (VF 23)\*  
23 Aug-3 Oct 1958

Fighter Squadron 112 (VF 112)\*  
23 Oct 1958-1 Jan 1959

Fleet Tactical Support Squadron 21  
(VR 21)\*  
23 Aug 1958-1 Jan 1959

Fleet Tactical Support Squadron 21  
Det Japan (VR 21, Det Japan)\*  
23 Aug-24 Nov 1958

Helicopter Antisubmarine Squad-  
ron 4\*  
23 Aug-3 Dec 1958

Heavy Attack Squadron 16 (VAH  
16)\*  
23 Aug 1958-1 Jan 1959

Marine Transport Squadron 253  
(VMR 253)\*  
30-31 Aug 1958; 1-3, 5, 6, 8-30  
Sep 1958; 1-10, 13-23, 28-31  
Oct 1958; 1, 3, 6-9, 11-15, 17,  
21-30 Nov 1958; 3, 5-10, 12, 14,  
16-19, 21-31 Dec 1958.

Marine Transport Squadron 352\*  
1, 18, 19, 30, 31 Aug 1958; 1,  
2, 5-8, 13-15, 18, 20-23, 25-28  
Sep 1958; 1, 3-5, 8-10, 22, 24,  
28 Oct 1958; 1, 2 Nov 1958

Patrol Squadron 4\*  
23 Aug 1958-1 Jan 1959

Patrol Squadron 40\*  
23 Aug 1958-31 Oct 1958

Patrol Squadron 46\*  
23 Aug 1958-1 Jan 1959

\* Only those personnel actually  
serving in the entitlement area  
during period listed.

#### Units

Airborne Early Warning Squadron  
1 (VW 1)\*  
23 Aug 1958-1 Jan 1959

Airborne Early Warning Squadron  
2 (VW 2)\*  
23 Aug 1958-1 Jan 1959

Airborne Early Warning Squadron  
3 (VW 3)\*  
23 Aug 1958-1 Jan 1959

All Weather Attack Squadron 35  
Det A (VAAW 35, Det A)\*  
23 Aug 1958-1 Jan 1959

All Weather Attack Squadron 35  
Det C (VAAW 35, Det C)\*  
23 Aug-25 Oct 1958

All Weather Attack Squadron 35  
Det D (VAAW 35, Det D)\*  
23 Aug-3 Oct 1958

All Weather Attack Squadron 35  
Det K (VAAW 35, Det K)\*  
26 Sep-4 Dec 1958

All Weather Attack Squadron 35  
Det I (VAAW 35, Det I)\*  
23 Aug-1 Nov 1958

Attack Squadron 151 (VA 151)\*  
23 Oct 1958-1 Jan 1959

Attack Squadron 156 (VA 156)\*  
27 Aug-25 Oct 1958

## Armed Forces Expeditionary Medal Cuban Operations

Canisteo (AO 99)  
19 Nov-18 Dec 1962

Dodge County (LST 722)  
24 Oct-15 Dec 1962

Esopo (ARS 6)  
24 Oct-5 Dec 1962

Hyades (AF 28)  
24 Oct-15 Dec 1962

Johnston (DD 821)  
10-31 Dec 1962

Kankakee (AO 39)  
24 Oct-4 Dec 1962

Kiowa (ATF 72)  
20 Nov-1 Dec 1962

Luiseno (ATF 156)  
19 Nov-9 Dec 1962

Manley (DD 940)  
24 Oct-24 Nov 1962

Morias (AO 57)  
12-20 Nov 1962

Mosopelea (ATF 158)  
8 Nov-1 Dec 1962

Paiute (ATF 159)  
5 Nov-2 Dec 1962

Papago (ATF 160)  
24 Oct-22 Nov 1962

Peregrine (AG 176) (formerly  
EFMS 373)  
26 Oct-5 Nov 1962;  
26-29 Nov 1962

Salinan (ATF 161)  
24 Oct-10 Dec 1962

Seneca (ATF 91)  
13 Nov-15 Dec 1962

Shakori (ATF 162)  
12 Nov-2 Dec 1962

Truckee (AO 147)  
24 Oct-5 Dec 1962

Tutula (ARG 4)  
20 Nov-7 Dec 1962

#### Units

Commander Fleet Air Wing Three\*  
24 Oct-31 Dec 1962

Commander Fleet Air Wing 11\*  
24 Oct-31 Dec 1962

Air Antisubmarine Squadron 30,  
Det 14 (VS 30, Det 14)\*  
22 Oct-1 Dec 1962

Air Antisubmarine Squadron 861  
(VS 861)\*  
11 Dec 1961-1 Feb 1962;  
1 Mar-21 Jul 1962

Air Development Squadron 1,  
Det 14 (VX 1, Det 14)\*  
22 Oct-1 Dec 1962

All Weather Fighter Squadron  
Three (Det Echo)\*  
24 Oct-31 Dec 1962

Patrol Squadron 5 (VP 5)\*  
24 Oct-31 Dec 1962

Patrol Squadron 7 (VP 7)\*  
24 Oct-31 Dec 1962

Patrol Squadron 8 (VP 8)\*  
24 Oct-31 Dec 1962

Patrol Squadron 10 (VP 10)\*  
24 Oct-31 Dec 1962

Patrol Squadron 11 (VP 11)\*  
24 Oct-31 Dec 1962

Patrol Squadron 18 (VP 18)\*  
24 Oct-31 Dec 1962

Patrol Squadron 21 (VP 21)\*  
24 Oct-31 Dec 1962

Patrol Squadron 24 (VP 24)\*  
24 Oct-31 Dec 1962

Patrol Squadron 26 (VP 26)\*  
24 Oct-31 Dec 1962

Patrol Squadron 30 (VP 30)\*  
24 Oct-31 Dec 1962



Patrol Squadron 44 (VP 44)\*  
24 Oct-31 Dec 1962  
Patrol Squadron 45 (VP 45)\*  
24 Oct-31 Dec 1962  
Patrol Squadron 49 (VP 49)\*  
24 Oct-31 Dec 1962  
Patrol Squadron 56 (VP 56)\*  
24 Oct-31 Dec 1962  
Air Development Squadron 1, Det  
14 (VX 1, Det 14)\*  
24 Oct-31 Dec 1962  
Marine Aerial Refueler/Transport  
Squadron 252\*  
24-26, 28, 29, 31 Oct 1962; 1-4,  
6, 7, 10-30 Nov 1962; 1-3, 5-8,  
10, 12, 14, 15, 17-21, 26, 27  
Dec 1962

\* Only those members of air crews  
who actually conducted flights into  
Cuban waters during periods in-  
dicated. (See also Note 1)

Note 1.—Includes: \* Personnel regu-  
larly assigned to a com-  
ponent of Naval Base dur-  
ing period.

\* Personnel of  
squadrons or units (such  
as ground crews) who  
actually landed at Guan-  
tanamo during the period  
indicated.



USS Arneb (AKA 56)

## Armed Forces Expeditionary Medal Dominican Republic

Affray (MSO 511)  
28 Apr-8 Jun 1965  
Alacrity (MSO 520)  
1-25 May 1965  
Allen M. Sumner (DD 692)  
29 Apr-11 May 1965; 26 Aug-7  
Sep 1965; 12-23 Sep 1965  
Alstede (AF 48)  
21 May-7 Jun 1965  
Amphion (AR 13)  
27 Jun-23 Jul 1965  
Arneb (AKA 56)  
11-16 May 1965  
Aucilla (AO 56)  
29 Jun-20 Jul 1965  
Aurora (WPC 103)  
7-8 May 1965; 13-15 May 1965

Bache (DD 470)  
14-15 May 1965  
Belmont (AGTR 4)  
30 Apr-8 Jun 1965; 19 Jun-13  
Jul 1965  
Bigelow (DD 942)  
10-27 May 1965  
Bordelon (DD 881)  
9-16 Jul 1965; 19 Jul-6 Aug 1965  
Baxter (LPH 4)  
28 Apr-1 Jun 1965

Cadda Parish (LST 515)  
4-8 Jun 1965; 6-11 Jul 1965; 19-  
20 Oct 1965; 12-14 Nov 1965  
Caloosahatchee (AO 98)  
5-24 Sep 1965  
Canistota (AO 99)  
12-28 Aug 1965  
Capricornus (AKA 57)  
7 May-6 Jun 1965; 20-26 Oct  
1965

Casa Grande (LSD 13)  
7 May-6 Jun 1965  
Charles F. Adams (DDG 2)  
27 May-4 Jun 1965  
Charles H. Roan (DD 853)  
30 Apr-11 May 1965  
Chase County (LST 532)  
22-30 May 1965; 26-29 Jul 1965  
Chesterfield County (LST 551)  
14-16 May 1965; 9-12 Jun 1965;  
18-22 Oct 1965  
Chilton (APA 38)  
7 May-5 Jun 1965  
Carry (DD 817)  
14-22 May 1965

Damato (DD 871)  
6-27 Aug 1965  
Dash (MSO 428)  
21-26 Oct 1965  
Davis (DD 937)  
14 Jun-10 Jul 1965  
Dealey (DE 1006)  
24 May-2 Jun 1965  
Direct (MSO 430)  
21-26 Oct 1965  
Donner (LSD 20)  
7-10 May 1965  
Dupont (DD 941)  
17-24 Sep 1965

Escape (ARS 6)  
25 July-24 Aug 1965; 21 Sep-20  
Oct 1965; 25 Oct 1965  
Eugene A. Greene (DD 711)  
6-14 May 1965  
Exploit (MSO 440)  
28 Apr-8 Jun 1965

Fiske (DD 842)  
14-24 May 1965  
Fart Snelling (LSD 30)  
28 Apr-1 Jun 1965

Gearing (DD 710)  
14 May-13 Jun 1965  
Grant County (LST 1174)  
4-7 Jun 1965  
Guadalcanal (LPH 7)  
5-7 May 1965; 20-26 Oct 1965

Hermitage (LSD 34)  
26 Jun-3 Jul 1965; 25-26 Jul 1965  
Hickman County (LST 825)  
15-19 May 1965; 14-16 Jun 1965;  
31 Aug 1965; 15-19 Sep 1965;  
9-13 Nov 1965; 30 Nov-2 Dec  
1965  
Holder (DD 819)  
9-14 May 1965

Kankakee (AO 39)  
18-28 May 1965  
Kaskaskia (AO 27)  
24-25 Jul 1965; 30-31 Jul 1965;  
5-7 Aug 1965  
Kiowa (ATF 72)  
28 Jun-11 Jul 1965; 15-28 Jul  
1965

La Salle (LPD 3)  
4-28 May 1965  
Leahy (DLG 16)  
29 Apr-8 May 1965  
Leary (DD 879)  
6-27 Aug 1965  
Liddle (APD 60)  
7 May-5 Jun 1965  
Lindenwald (LSD 6)  
7 May-6 Jun 1965  
Luce (DLG 7)  
29 Apr-8 May 1965  
Luzerne County (LST 902)  
17-21 May 1965; 12-15 Jun 1965;  
28 Jun-1 Jul 1965

Madera County (LST 905)  
6-9 Jun 1965; 18-21 Jun 1965;  
26-28 Aug 1965; 1-3 Sep 1965  
Mazama (AE 9)  
2-14 May 1965  
Monmouth County (LST 1032)  
2-7 Jun 1965; 19-21 Jun 1965;  
30 Jun-3 Jul 1965; 28-31 Jul  
1965; 1 Oct 1965; 3-5 Oct 1965;  
12-14 Oct 1965  
Monrovia (APA 31)  
7 May-3 Jun 1965  
Myles C. Fox (DD 829)  
14 May-13 Jun 1965

Nantahala (AO 60)  
6-15 May 1965; 17-19 May 1965  
Neasha (AO 143)  
29 May-7 Jun 1965  
New London County (LST 1066)  
23 May-1 Jun 1965; 17 Jun-19  
Jul 1965; 15-25 Sep 1965  
Newport News (CA 148)  
1-7 May 1965  
Nipmuc (ATF 157)  
7 Jun 1965; 23 Aug-6 Sep 1965;  
12-21 Sep 1965  
Nye County (LST 1067)  
6-11 Jun 1965; 28-30 Jun 1965;  
25-29 Nov 1965

Observer (MSO 461)  
1-25 May 1965  
O'Hare (DD 889)  
6-14 May 1965  
Okinawa (LPH 3)  
4-29 May 1965

Paiute (ATF 159)  
27 Jul-3 Aug 1965  
Papago (ATF 160)  
4-17 May 1965  
Pawcatuck (AO 108)  
29 Apr-11 May 1965  
Perry (DD 844)  
10-27 May 1965  
Plymouth Rock (LSD 29)  
20-26 Oct 1965  
Pocono (AGG 16)  
26 May-6 Jun 1965  
Preserver (ARS 8)  
10 May-15 Jun 1965; 21-28 Jun  
1965

Pulaski County (LST 1088)  
28 May-1 Jun 1965; 13-16 Jun  
1965; 8-11 Jul 1965; 8-10 Aug  
1965; 15-18 Aug 1965

Raleigh (LPD 1)  
28 Apr-1 Jun 1965  
Rankin (AKA 103)  
28 Apr-8 Jun 1965  
Rigel (AF 58)  
3-18 May 1965  
Robert L. Wilson (DD 847)  
14-22 May 1965  
Ruchamkin (APD 89)  
28 Apr-1 Jun 1965

Sabine (AO 25)  
2-14 May 1965; 4-25 Jun 1965  
Salamonie (AO 26)  
16 May-3 Jun 1965  
Semmes (DDG 18)  
27 May-3 Jun 1965  
Shadwell (LSD 15)  
10 May-4 Jun 1965  
Shakori (ATF 162)  
4-8 May 1965  
Spiegel Grove (LSD 32)  
19-21 Jul 1965  
Stickell (DD 888)  
14 Jun-10 Jul 1965  
Stormes (DD 780)  
9-14 May 1965  
Strang (DD 758)  
8 Jul-9 Aug 1965

Taconic (AGC 17)  
7 May-26 Jun 1965

Navy Offloads Evacuees from Dominican Republic



## EXPEDITIONARY AND SERVICE MEDALS (cont.)

Turner (DDR 834)  
10-25 May 1965  
Tutuila (ARG 4)  
28 May-20 Jun 1965

Uvalde (AKA 88)  
18-28 Jun 1965

Vermilion (AKA 107)  
7 May-3 Jun 1965

Vagelgesang (DD 862)  
6-14 May 1965

Vulcan (AR 5)  
6-30 May 1965

Wahkiamkum County (LST 1162)  
9-17 May 1965

Walda County (LST 1163)  
25 Feb-2 Mar 1965; 7 May-2 Jun 1965

William C. Lawe (DD 763)  
28 Apr-8 May 1965; 24 Aug-17 Sep 1965

William M. Wood (DD 715)  
29 Apr-9 May 1965

Waad County (LST 1178)  
28 Apr-1 Jun 1965

Yancey (AKA 93)  
30 Apr-11 May 1965

Yark County (LST 1175)  
7 May-3 Jun 1965; 20-26 Oct 1965

### Units

Air Transport Squadron 3 (VR 3)\*  
29 Apr 1965—to be announced

Atlantic Fleet Mobile Photo Group Det  
29 Apr-11 Jun 1965

Armed Forces Courier Service  
NavCamSta, Puerto Rico

30 Apr-12 Jul 1965

Casualty Evacuation Team, USNH,  
Beaufort, S. C. (Embarked in  
Manrovia)

6-26 May 1965

Casualty Evacuation Team, USNH,  
Key West, Fla. (Embarked in  
Walda County)

6-26 May 1965

Casualty Evacuation Team, USNH,  
Annapolis, Md. (Embarked in  
Okinawa)

4-26 May 1965

CinClant Subordinate Joint Infor-  
mation Bureau, Santa Domingo

28 Apr-12 Jun 1965

Commander Joint Task Force 122  
Forward Staff (Embarked in  
Baxer)

28 Apr-1 May 1965

Commander Joint Task Force 122  
Staff (Embarked in Newport  
News)

1-7 May 1965

Commander Mine Division 45 (Em-  
barked in Alacrity)

1-25 May 1965

CamPhibLant Staff (Embarked in  
LaSalle)

4-28 May 1965

CamPhibLant Staff (Embarked in  
Pacana)

28 May-6 Jun 1965

CamPhibGru Faur Staff (Embarked  
in Tacanic)

7 May-26 Jun 1965

CamPhibRan Eight Staff (Embarked  
in Manrovia)

7 May-3 Jun 1965

CamPhibRan Eight Staff (Embarked  
in Guadalcanal)

20-26 Oct 1965

CamPhibRan 10 Staff (Embarked in  
Baxer)

28 Apr-1 Jun 1965

CamPhibRan 12 Staff (Embarked in  
Okinawa)

4-26 May 1965

CamDesDiv 62 Staff (Embarked in  
Charles F. Adams)

27 May-4 Jun 1965

CamDesDiv 322 Staff (Embarked in  
Vagelgesang)

6-14 May 1965

CamDesDiv 362 Staff (Embarked in  
Robert L. Wilson)

14-22 May 1965

CamDesRan 12 Staff (Embarked in  
Davis)

14 June-10 Jul 1965

CamDesRan 12 Staff (Embarked in  
Bardelan)

10-16 Jul 1965; 19 Jul-6 Aug  
1965

CamDesRan 16 Staff (Embarked in  
Bigelow)

10-27 May 1965

CamDesRan 20 Staff (Embarked in  
Gearing)

14 May-13 Jul 1965

CamDesRan 22 Staff (Embarked in  
Damata)

6-27 Aug 1965

CamDesRan 22 Staff (Embarked in  
William C. Lawe)

27 Aug-17 Sep 1965

CamMinDiv 43 Staff (Embarked in  
Dash)

21-26 Oct 1965

CamServRan Twa Staff (Embarked  
in Neasha)

29 May-7 Jun 1965

CamServRan 4 Staff (Embarked in  
Vulcan)

6-30 May 1965

Commander Tactical Air Control  
Group Twa

4 May-6 Jun 1965

Amphibious Construction Battalion  
Twa

Fuel Team 4 May-25 Sep 1965

Carib 2-65 Det-28 Apr-1 Jun  
1965

Carib 3-65 Det-26 Jun-3 Jul 1965

Assault Craft Unit Twa

LCM 8-1—28 Apr-1 Jun 1965

LCM 8-4—7 May-6 Jun 1965

LCM 8-5—7 May-6 Jun 1965

LCM 8-6—28 Apr-1 Jun 1965

LCM 8-8—28 Apr-1 Jun 1965

LCM 8-9—28 Apr-1 Jun 1965

LCM 8-10—28 Apr-1 Jun 1965

LCM 8-11—26 June-3 Jul 1965

LCM 8-14—7 May-6 Jun 1965

LCM 8-15—28 Apr-1 Jun 1965

LCM 8-16—7 May-6 Jun 1965

LCM 8-19—26 Jun-3 Jul 1965

LCU 1467—7 May-6 Jun 1965

LCU 1469—7 May-6 Jun 1965

LCU 1470—26 Jun-3 Jul 1965

LCU 1473—20-26 Oct 1965

LCU 1489—7 May-6 Jun 1965

LCU 1490—28 Apr-1 Jun 1965

LCU 1491—7 May-6 Jun 1965

LCU 1610—26 June-3 Jul 1965

LCU 1611—20-26 Oct 1965

LCU 1612—28 Apr-1 Jun 1965

Beach Jumper Unit Twa

Det 281—4-28 May 1965

Det 282—4-28 May 1965

Beachmaster Unit Twa

A Hq Ca—11 May-11 Jun 1965

A 2 Det—11 May-11 Jun 1965

A 3 Det—7 May-6 Jun 1965

8 3 Det—28 Apr-1 Jun 1965

Naval Operations Support Group

Atlantic, Det 8

7-10 May 1965

Seal Team Twa

Det A—4-28 May 1965

Det B—4-28 May 1965

Det C—4-28 May 1965

TacRan 21

7 May-26 Jun 1965

TacRan 22

4 May-6 Jun 1965

Det Hatel—20-26 Oct 1965

Det India—28 Apr-1 Jun 1965

Underwater Demolition Team 21

3rd Platoon—7 May-5 Jun 1965

Underwater Demolition Team 22

Det 8—28 Apr-1 Jun 1965

Mobile Navy Overseas Aircraft

Terminal, San Isidro Airport (TU  
123.3.4)

3 May-11 Aug 1965

Surgical Team Na. 4, USNH

Bethesda, Md. (Embarked in  
Manrovia)

7-23 May 1965

Surgical Team Na. 7, USNH

Charleston, S. C. (Embarked in  
Baxer)

30 Apr-1 Jun 1965

Surgical Team Na. 12, USNH

Portsmouth, Va. (Embarked in  
Raleigh)

Surgical Team Na. 17, USNH Camp

Lejeune, N. C. (Embarked in  
Okinawa)

4-26 May 1965

Surgical Team Na. 19, USNH

Jacksonville, Fla. (Embarked in  
Walda County)

6-26 May 1965

YO 190

23 May-29 Jul 1965

YOG 89

31 May-8 Sep 1965

YOG 90

14-26 May 1965; 4 Jun-7 Sep  
1965

YOGN 10

1-10 Jun 1965; 19 Jun-12 Jul  
1965

YON 255

24 May-17 Jun 1965

YT8 753

31 May-24 Aug 1965

YTM 524

20 Aug-23 Sep 1965

YTM 751

8 Jul-5 Aug 1965

YTM 752

6-8 Jun 1965; 11 Jun-8 Jul 1965;

4 Aug-7 Sep 1965; 20-27 Sep  
1965

YTM 755

24 May-17 Jun 1965

Air Development Squadron Six\*

30 Apr-4 May 1965

Airborne Early Warning Squadron  
4\*

11 May 1965

Air Transport Squadron 3\*

28 Apr 1965-8 Feb 1966

Air Transport Squadron 22\*

29 Apr-7 May 1965

Attack Squadron 76\*

3-6 Jun 1965

Carrier Airborne Early Warning  
Squadron 33, Det 36\*

14 May-20 Jul 1965

Coast Guard Air Station,  
San Juan\*

30 Apr-15 May 1965

Commander Fleet Air Caribbean\*

28 Apr-15 Nov 1965

Heavy Photographic Squadron 62\*

18 Jun-26 Sep 1965

Naval Air Station, Guantanamo\*

30 Apr-24 Sep 1965

Naval Air Station, Norfolk\*

30 Apr 1965

Naval Station, Roosevelt Roads\*

28 Apr-15 Nov 1965

Patrol Squadron Seven\*

28 Apr-8 May 1965; 2-29 Oct  
1965

Patrol Squadron 11\*

10 May-18 Aug 1965

Patrol Squadron 18\*

28 Apr-16 Dec 1965

Transport Squadron 1\*

28 Apr 1965-8 Feb 1966

\* Only those personnel actually  
serving in entitlement area during  
period listed.

## Armed Forces Expeditionary Medal Lebanon

Abbat (DD 629)

20 Aug-22 Sep 1958

Adrait (MSO 509)

15 Aug-4 Sep 1958

Aggressive (MSO 422)

15-23 Aug 1958; 2-9 Sep 1958

Alcar (AK 259)

11-12 Aug 1958; 21-26 Aug 1958

Aldebaran (AF 10)

9-17 Aug 1958

Antares (AK 258)

6-7 Oct 1958

Atakapa (ATF 149)

29-30 Aug 1958

Aucilla (AO 56)

22-23 Aug 1958; 2-4 Sep 1958

Barry (DD 933)

17-25 Jul 1958; 29 Jul-1 Aug  
1958; 11-20 Aug 1958; 27-31  
Aug 1958

Basilane (DDE 824)

26 Jul-11 Aug 1958

Cambria (APA 36)

29 Sep-18 Oct 1958

Capricornus (AKA 57)

13-24 Jul 1958; 5-23 Aug 1958;

16 Sep-1 Oct 1958

Charles H. Raan (DD 853)

20-26 Aug 1958

Chewaucan (AOG 50)

22 Oct 1958

Chilton (APA 38)

17-23 Jul 1958; 7-22 Aug 1958;

5 Sep-1 Oct 1958; 16-25 Oct 1958

Chukawan (AO 100)

29 Aug-12 Sep 1958

Cane (DD 866)

17 Jul-2 Aug 1958; 11-21 Aug  
1958; 2-7 Sep 1958

Cramwell (DE 1014)

26-31 Jul 1958; 11-22 Aug 1958;

31 Aug-14 Sep 1958

Damata (DDE 871)

1-9 Aug 1958

Dealey (DE 1006)

26-31 Jul 1958; 11-22 Aug 1958;

31 Aug-14 Sep 1958

Denebola (AF 56)

19-28 Sep 1958

Des Moines (CA 134)

17 Jul-10 Aug 1958; 23-29 Aug  
1958



Fidelity (MSO 443)  
15-23 Aug 1958; 2-9 Sep 1958  
Forrest B. Royal (DD 872)  
20-26 Aug 1958  
Forrest Sherron (DD 931)  
20-28 Aug 1958  
Fort Snelling (LSD 30)  
17-23 Jul 1958; 7-22 Aug 1958;  
5 Sep-1 Oct 1958; 16-25 Oct  
1958  
Fremont (APA 44)  
18 Jul-6 Aug 1958; 23 Aug-6  
Sep 1958; 14-16 Sep 1958

Geiger (T-AP 197)  
5 Aug 1958  
General George M. Rondoll  
(AP 115)  
2-3 Aug 1958  
General LeRoy Eltinge (T-AP 154)  
3-5 Oct 1958; 23-24 Oct 1958  
General R. M. Blotchford  
(T-AP 153)  
13-17 Oct 1958

Hoiley (DD 556)  
17 Jul-21 Aug 1958; 4-6 Sep  
1958  
Hortley (DE 1029)  
1-11 Aug 1958; 22-31 Aug 1958;  
16-17 Sep 1958  
Hyades (AF 28)  
29-30 Aug 1958; 5-9 Sep 1958

John Willis (DE 1027)  
16-26 Jul 1958; 11-21 Aug 1958;  
31 Aug-16 Sep 1958  
Joseph K. Toussig (DE 1030)  
17 Jul-10 Aug 1958; 22-31 Aug  
1958

LCU 1466  
15 Jul-3 Oct 1958; 16-25 Oct  
1958

LCU 1469  
17-21 Jul 1958; 5-23 Aug 1958;  
16-30 Sep 1958

LCU 1474  
29 Sep-18 Oct 1958

LCU 1486  
29 Sep-18 Oct 1958

LCU 1491  
17 Jul-16 Sep 1958

LCU 1492  
18-31 Jul 1958; 1-6 Aug 1958;  
23-31 Aug 1958; 1-7 Sep 1958;  
14-16 Sep 1958

LCU 1608  
15 Jul-3 Oct 1958; 16-25 Oct  
1958

LCU 1609  
29 Sep-18 Oct 1958

Leory (DDR 879)  
1-10 Aug 1958; 19-31 Aug 1958  
Lester (DE 1022)  
30 Jul-11 Aug 1958; 22-31 Aug  
1958; 16-17 Sep 1958

Morias (AO 57)  
10 Aug-2 Sep 1958

Mottobesset (AOG 52)  
19-25 Jul 1958; 14-16 Aug  
1958; 23-27 Sep 1958; 13 Oct  
1958

McGowan (DD 678)  
15 Jul-1 Aug 1958; 11-20 Aug  
1958; 2-7 Sep 1958

McNoir (DD 679)  
15 Jul-1 Aug 1958; 11-20 Aug  
1958; 31 Aug-12 Sep 1958

Mercury (AKS 20)  
22-25 Aug 1958; 4-9 Sep 1958;  
23-26 Sep 1958

Meredith (DD 890)  
31 Aug-7 Sep 1958

Miller (DD 535)  
17 Jul-21 Aug 1958; 4-6 Sep 1958

Monrovia (APA 31)  
14-24 Jul 1958; 5-22 Aug 1958;  
16 September-1 Oct 1958

Mount McKinley (AGC 7)  
18-31 Jul 1958

Muliphen (AKA 61)  
18 Jul-6 Aug 1958; 23 Aug-6  
Sep 1958; 14-16 Sep 1958

New DDE 818)  
17 Jul-1 Aug 1958; 11 Aug 1958  
Newport News (CA 148)  
21-27 Sep 1958  
Nimble (MSO 459)  
17 Jul-15 Aug 1958; 9 Sep-2 Oct  
1958

Oglethorpe (AKA 100)  
29 Sep-18 Oct 1958  
Olmsted (APA 188)  
18 Jul-6 Aug 1958; 23-30 Aug  
1958; 15-16 Sep 1958

Pinnacle (MSO 462)  
17 Jul-2 Aug 1958; 21 Aug-2  
Oct 1958

Plymouth Rock (LSD 29)  
17-21 Jul 1958; 5-23 Aug 1958;  
16-30 Sep 1958

Pocono (AGC 16)  
17 Jul-25 Oct 1958

Pompon (SSR 267)  
1 Jul-30 Sep 1958  
Power (DD 839)  
21-24 Sep 1958

Rich (DDE 820)  
Rigel (AF 58)  
15 Oct 1958

Robert L. Wilson (DDE 847)  
17 Jul-11 Aug 1958  
Rockbridge (APA 228)  
16-23 Jul 1958; 7-22 Aug 1958;  
5 Sep-1 Oct 1958; 16-25 Oct  
1958

Rooks (DD 804)  
17-25 Jul 1958; 11-14 Aug 1958

Sagacity (MSO 469)  
17 Jul-2 Aug 1958; 21 Aug-2  
Oct 1958

Samuel B. Roberts (DD 823)  
20-24 Aug 1958; 2-10 Sep 1958

San Marcos (LSD 25)  
29 Sep-18 Oct 1958

Saratoga (CVA 60)  
17-25 Jul 1958; 29 Jul-11 Aug  
1958; 19 Aug-7 Sep 1958

Severn (AO 61)  
25-29 Jul 1958; 10-27 Aug 1958

Shosta (AE 6)  
22 Jul-11 Aug 1958; 20 Aug-1  
Sep 1958

Shenandoah (AD 26)  
22-24 Jul 1958

Skill (MSO 471)  
17 Jul-15 Aug 1958; 9 Sep-2 Oct  
1958

Spiegel Grove (LSD 32)  
18 Jul-6 Aug 1958; 23 Aug-7  
Sep 1958; 14-16 Sep 1958

Stalwort (MSO 493)  
15 Aug-2 Sep 1958

Steinaker (DDR 863)  
17-25 Jul 1958; 30 Jul-16 Aug  
1958; 31 Aug-14 Sep 1958

Stribling (DD 867)  
17-23 Jul 1958  
Suffolk County (LST 1173)  
29 Sep-18 Oct 1958

Taconic (AGC 17)  
14 Jul-8 Oct 1958

The Sullivons (DD 537)  
14 Jul-1 Aug 1958; 15-20 Aug  
1958; 27 Aug-7 Sep 1958

Thornback (SS 418)  
1 Jul-30 Sep 1958

Troverse County (LST 1160)  
14-24 Jul 1958; 5-23 Aug 1958;  
16 Sep-1 Oct 1958

Trutto (SS 421)  
1 Jul-30 Sep 1958

Uphur (T-AP 198)  
1-3 Aug 1958

Von Voorhis (DE 1028)  
17 Jul-11 Aug 1958; 22-31 Aug  
1958; 16-17 Sep 1958

Vermilion (AKA 107)  
16-23 Jul 1958; 9-22 Aug 1958;  
5 Sep-1 Oct 1958; 6-25 Oct 1958

Vesole (DDR 878)  
17 Jul-1 Aug 1958; 11-20 Aug  
1958; 16-17 Sep 1958

Wacomaw (AO 109)  
26 Jul-11 Aug 1958; 5-8 Sep  
1958; 19-23 Sep 1958

Wadleigh (DD 689)  
14-24 Jul 1958; 6-11 Aug 1958;  
19 Aug-7 Sep 1958

Walworth County (LST 1164)  
14-24 Jul 1958; 5-23 Aug 1958;  
16 Sep-1 Oct 1958

Wasp (CVS 18)  
16 Jul-11 Aug 1958; 21-31 Aug  
1958; 16-17 Sep 1958

William C. Lowe (DD 763)  
6-7 Oct 1958

William M. Wood (DDR 715)  
19-23 Jul 1958; 28 Jul-4 Aug  
1958; 16 Aug-3 Sep 1958

Wrongell (AE 12)  
16-25 Jul 1958; 30-31 Jul 1958;  
15-22 Aug 1958; 2-11 Sep 1958

York County (LST 1175)  
29 Sep-18 Oct 1958

## Units

Airborne Early Warning Squadron  
2\*  
18 Jul-24 Sep 1958

Airborne Early Warning Squadron,  
Det Bravo\*  
14 Jul-25 Oct 1958

Alusno Beirut  
1 Jul-1 Nov 1958

Assault Craft Unit 2  
9 Jul-1 Nov 1958

ComCortRon 14  
17 Jul-11 Aug 1958; 22-31 Aug  
1958; 16-17 Sep 1958

Commander Amphibious Group 4  
17 Jul-3 Oct 1958

Commander Carrier Division 6  
17-25 Jul 1958; 29 Jul-11 Aug  
1958; 19 Aug-7 Sep 1958

Commander Carrier Division 14  
16 Jul-11 Aug 1958; 21-31 Aug  
1958; 16-17 Sep 1958

ComCruDesLant  
21-27 Sep 1958

Commander Destroyer Division 61  
17 Jul-2 Aug 1958; 11-21 Aug  
1958; 2-7 Sep 1958

Commander Destroyer Division 62  
17-25 Jul 1958; 30 Jul-16 Aug  
1958; 31 Aug-14 Sep 1958

Commander Destroyer Division 102  
20 Aug-22 Sep 1958

Commander Destroyer Division 201  
17-25 Jul 1958; 29 Jul-1 Aug  
1958; 11-20 Aug 1958; 27-31  
Aug 1958

Commander Destroyer Division 202  
14-24 Jul 1958; 28 Jul-1 Aug  
1958; 11-20 Aug 1958; 2-7 Sep  
1958

Commander Destroyer Division 361  
17 Jul-11 Aug 1958

Commander Destroyer Division 362  
17 Jul-11 Aug 1958

Commander Escort Squadron 10  
26-31 Jul 1958; 11-22 Aug 1958;  
31 Aug-14 Sep 1958

Commander in Chief, Special Com-  
mand Mediterranean  
16 Jul-23 Oct 1958

Commander Mine Division 44  
15 Aug-4 Sep 1958

Commander Mine Division 84  
17 Jul-15 Aug 1958; 9 Sep-2 Oct  
1958

Commander Sixth Fleet  
17 Jul-10 Aug 1958; 23-29 Aug  
1958

ComSTSMedSub-Area Rep Beirut  
30 Jul-25 Oct 1958

Commander Transport Amphibious  
Squadron 2  
17-23 Jul 1958; 9-22 Aug 1958;  
5 Sep-1 Oct 1958; 16-25 Oct  
1958

Commander Transport Amphibious  
Squadron 4  
18-31 Jul 1958; 23 Aug-6 Sep  
1958; 14-16 Sep 1958

Commander Transport Amphibious  
Squadron 6  
14-24 Jul 1958; 5-22 Aug 1958;  
16 Sep-1 Oct 1958

Commander Transport Amphibious  
Squadron 8  
29 Sep-18 Oct 1958

Fleet Air Reconnaissance Squadron  
2\*  
1 Jul-1 Nov 1958

Fleet Aircraft Service Squadron  
(Special) 200\*  
1 Jul-1 Nov 1958

Joint U.S. Military Mission for Aid  
to Turkey\*  
1 Jul-1 Nov 1958

Marine Aerial Refueler/Transport  
Squadron 252\*  
1 Jul-30 Sep 1958

Marine Helicopter Transport  
Squadron (Light) 262\*  
16 Jul-18 Sep 1958

Marine Transport Squadron 353\*  
1 Jul-30 Sep 1958

TocRon 21 Det Elm\*  
14-24 Jul 1958; 5-17 Aug 1958

TocRon 21 Det 1\*  
1 Jul-11 Sep 1958

TocRon 21 Det 2\*  
9 Jul-1 Nov 1958

TocRon 21\*  
16 Jul-1 Nov 1958

TocRon 21 Det A\*  
11 Jul-7 Oct 1958

TocRon 21 Det 8\*  
17-25 Jul 1958; 9-22 Aug 1958;  
29-30 Sep 1958; 16-23 Oct 1958

TocRon 21 Det C\*  
23 Jul-18 Oct 1958

TocRon 22 Det \*  
18 Jul-6 Aug 1958; 23 Aug-6  
Sep 1958; 14-16 Sep 1958

U.S. Naval Det, American Consul-  
ate General, Nicosia, Cyprus  
1 Jul-1 Nov 1958

1st 8n, 8th Mor, 2nd MorDiv FMF  
18 Jul-18 Sep 1958

2nd 8n, 2nd Mor, 2nd MorDiv FMF  
15 Jul-13 Aug 1958

2nd 8n, 6th Mor, 2nd MorDiv, FMF  
1 Oct 1958

2nd 8n, 8th Mor, 2nd MorDiv, FMF  
18 Jul-18 Sep 1958

3rd 8n, 6th Mor, 2nd MorDiv, FMF  
16 Jul-1 Oct 1958

## Armed Forces Expeditionary Medal

## Congo Operations

Air Transport Squadron Three\*  
14 Jul 1960-1 Sep 1962

\* Only those personnel actually  
serving in entitlement area dur-  
ing period listed.

## Armed Forces Expeditionary Medal Quemoy-Matsu

|  |  |   |  |
|--|--|---|--|
| Aludra (AF 55)<br>23 Jul 1961  | Forster (DER 334)<br>9-20 Jan 1961; 6-21 May 1961<br>Frank Knox (DDR 742)<br>11 Nov-17 Dec 1961; 19 Jul 1962   | Mansfield (DD 728)<br>16 Jul 1962; 29 Sep-19 Oct 1959<br>Maury (AGS 16)<br>12 May 1962<br>McDermut (DD 677)<br>2 Jul 1959; 10-15 Jul 1959; 2-29<br>Sep 1959; 5 Sep-2 Oct 1960; 9-<br>13 Oct 1960; 6-26 May 1962<br>Mispillion (AO 105)<br>23 Jul 1961<br>Mount Kanai (AE 16)<br>23 Jul 1961<br>Munra (DE 422)<br>1 Dec 1958-11 Jan 1959 | Taussig (DD 746)<br>4 Jan-8 Feb 1960<br>Tiru (SS 416)<br>7 Feb 1961<br>Washburn AKA 108<br>12 Jan 1962<br>Westchester County (LST 1167)<br>22 Jul 1961<br>Zelima (AF 49)<br>8 Feb 1961 |
| Bradford (DD 545)<br>5 Sep 1960<br>Brown (DD 546)<br>6 Jan 1961  | Graffias (AF 29)<br>31 Jan 1962  | Parsons (DD 949)<br>4-21 Jan 1961; 31 Jan-12 Feb<br>1961<br>Pictor (AF 54)<br>11 May 1961<br>Pollux (AKS 4)<br>11 Feb 1961<br>Prichett (DD 561)<br>9 May 1961<br>Radford (DE 446)<br>21 Sep 1959<br>Rogers (DDR B76)<br>25 May-26 Jun 1962<br>Spraston (DDE 577)<br>21 Sep 1959   |  |
| Cacapon (AO 52)<br>24 Sep 1960<br>Carpenter (DDR 825)<br>21 Sep 1959<br>Cimarron (AO 22)<br>14 Jul 1959<br>Cowell (DD 547)<br>18-22 Jul 1962; 25 Jul-4 Aug<br>1962<br>Currituck (AV 7)<br>5 Aug 1961 | Halsey Powell (DD 686)<br>10 Jan 1961<br>Hassayampa (AO 145)<br>23 Jan 1961<br>Haverfield (DER 393)<br>22-29 Oct 1961; 1-31 Dec 1961;<br>1-8 Jan 1962<br>Higbee (DDR B06)<br>20 Jul 1961<br>James E. Kyes (DD 787)<br>20 Jul-22 Aug 1961; 8 Jan-5 Feb<br>1962<br>Kawishiwi (AO 146)<br>12 Jan 1962<br>Lofberg (DD 759)<br>7 May 1961<br>Manatee (AO 58)<br>21 Jan 1961 |   |  |
| DeHaven (DDR 727)<br>19 Jul 1962<br>Edson (DD 946)<br>1 Dec 1961-9 Jan 1962<br>Fechteler (DDR B70)<br>7 Feb-8 May 1960<br>Firedrake (AE 14)<br>11 Jul 1959<br>Fletcher (DDE 445)<br>21 Sep 1959      |  |   |  |

### Units

Airborne Early Warning Squadron  
3\*  
23 Aug 1958-1 Jan 1959  
Fleet Air Reconnaissance Squadron  
1\*  
1 Jun 1959-31 May 1960  
Patrol Squadron 4\*  
23 Aug 1958-1 Jun 1963

\*Only those flight crews which actually conducted flights into Quemoy-Matsu during the periods listed.

## Navy Expeditionary Medal Cuba

3 Jan 1961-23 Oct 1962

(Including any embarked staff or unit regularly assigned during period listed).

|  |   |
|--|---|
| Abbot (DD 629)<br>1 Jul-14 Aug 1962<br>Aggressive (MSO 521)<br>18 Sep-23 Oct 1962<br>Agile (MSO 421)<br>18 Sep-23 Oct 1962<br>Albert T. Harris (DE 447)<br>4 Jun-7 Jul 1962<br>Allen M. Summer (DD 692)<br>2-17 Feb 1962<br>Atakapa (ATF 149)<br>31 Mar-29 May 1962; 13 Jul-9<br>Aug 1962<br>Ault (DD 698)<br>23 Mar-6 May 1961<br>Bache (DD 470)<br>13-26 Apr 1961; 29 Jun-11 Aug<br>1962<br>Barry (DD 933)<br>1-16 Dec 1961<br>Basilone (DD 824)<br>26 Sep-23 Oct 1962<br>Beale (DD 471)<br>13-26 Apr 1961; 29 Jun-11 Aug<br>1962<br>Bearss (DD 654)<br>4 Dec 1961-25 Jan 1962<br>Beatty (DD 756)<br>20 Oct-12 Dec 1961<br>Biddle (DDG 5)<br>(Changed to Claude V. Ricketts)<br>19 Aug-28 Sep 1962 | Bluebird (MSC 121)<br>27 Jan-27 Apr 1961; 30 Oct<br>1961-13 Jan 1962<br>Bald (MSO 424)<br>8 Aug-19 Sep 1962<br>Bordelon (DD BB1)<br>8-20 Aug 1962<br>Borie (DD 704)<br>24 Aug-5 Oct 1962<br>Bastion (CAG 1)<br>19-29 Apr 1961<br>Bristol (DD B57)<br>27 Oct-7 Nov 1961; 26 Jan-16<br>Feb 1962<br>Brough (DE 148)<br>22 Sep-23 Oct 1962<br>Brownson (DD 868)<br>13 Apr-30 May 1962<br>Bulwark (MSO 425)<br>8 Aug-19 Sep 1962<br>Capricornus (AKA 57)<br>20-22 Oct 1962<br>Charles F. Adams (DDG 2)<br>20 Feb-20 Mar 1961; 12-20 Sep<br>1962<br>Charles H. Roan (DD 853)<br>10 Aug-12 Oct 1962<br>Charles P. Cecil (DDR 835)<br>24 Aug-2 Oct 1961; 10 Nov-1<br>Dec 1961<br>Charles R. Ware (DD 865)<br>23 Mar-23 Apr 1962<br>Charles S. Sperry (DD 697)<br>26 Jul-31 Aug 1961<br>Claud Jones (DE 1033)<br>12 Jan-15 Feb 1962; 12 Mar-30<br>Apr 1962; 20-23 Oct 1962<br>Claude V. Ricketts (DDG 5)<br>(Changed from Biddle)<br>19 Aug-28 Sep 1962<br>Coates (DE 685)<br>12 Jan-12 Mar 1962<br>Cobbler (SS 344)<br>13-26 Apr 1961<br>Compton (DD 705)<br>28 Jul-8 Sep 1961<br>Conway (DD 507)<br>13-26 Apr 1961; 25 Apr-7 Jun<br>1962<br>Cory (DD 508)<br>13-26 Apr 1961; 25 Apr-29 Jun<br>1962<br>Corry (DDR 817)<br>28-31 Oct 1961<br>Crow (DE 252)<br>10 Oct 1961-10 Jul 1962<br>Dahlgren (DLG 12)<br>25 Sep-27 Oct 1961<br>Damato (DD 871)<br>26 Sep-23 Oct 1962<br>Daniel A. Joy (DE 585)<br>3 Feb-12 Mar 1962<br>Darby (DE 218)<br>20 Mar-30 Apr 1962<br>Davis (DD 937)<br>24-28 Aug 1961<br>Dealey (DE 1006)<br>24 Aug-5 Oct 1962<br>Decatur (DD 936)<br>17 Feb-31 Mar 1962<br>DeLong (DE 684)<br>3 Feb-12 Mar 1962<br>DeSoto County (LST 1171)<br>20-22 Oct 1962<br>Diamond Head (AE 19)<br>19-29 Apr 1961<br>Dickson (DD 708)<br>25-28 Aug 1961<br>Dupont (DD 941)<br>5 Mar-14 Apr 1961; 19-20 Apr<br>1961<br>Duxbury Bay (AVP 38)<br>20-23 Oct 1962<br>Dyess (DDR 880)<br>19-29 Apr 1961; 12-20 Sep 1962<br>Eaton (DD 510)<br>13-26 Apr 1961<br>Enterprise (CVAN 65)<br>19-23 Oct 1962<br>Escape (ARS 6)<br>15 Dec 1961-7 Jan 1962<br>Essex (CVS 9)<br>13-26 Apr 1961; 21-23 Oct 1962<br>Eugene A. Greene (DD 711)<br>8-20 Aug 1962 |
|--|---|

Coral Sea and Pyra off Vietnam

USS Camp (DER 251) with 7th Fleet

USS Little Rock (CLG 4) goes to Cuba





Fiske (DDR 882)  
7 Jun-21 Jul 1962  
Forrest Sherman (DD 931)  
21-26 Apr 1961  
Frigatebird (MSC 191)  
25 Aug-30 Oct 1961; 7 Jul-9 Aug 1962  
Furse (DD 882)  
8-20 Aug 1962  
Gainard (DD 706)  
28 Jul-8 Sep 1961  
Gearing (DD 710)  
3-20 Jul 1961  
Greenwood (DE 679)  
10 Oct 1961-10 Jul 1962

Hammerberg (DE 1015)  
11 Aug-5 Sep 1962  
Harwood (DD 861)  
17 Feb-14 Apr 1962  
Hawkins (DDR 873)  
7 Jun-21 Jul 1962  
Haynsworth (DD 700)  
1 Apr-13 May 1961; 28 May-7 Jun 1962  
Hazelwood (DD 531)  
6 Jan-10 Feb 1962  
Henley (DD 762)  
5 Mar-14 Apr 1961; 19-20 Apr 1961  
Hissem (DER 400)  
20-23 Oct 1962  
Hugh Purvis (DD 709)  
5-12 Sep 1962  
Hummingbird (MSC 192)  
3-27 Jan 1961  
Huse (DE 145)  
10 Oct 1961-10 Jul 1962  
Hyman (DD 732)  
20 Oct-12 Dec 1961

Independence (CVA 62)  
19-29 Apr 1961; 18-23 Oct 1962  
Ingraham (DD 694)  
4-14 Jan 1962

Jacana (MSC 193)  
25 Aug-30 Oct 1961; 7 Jul-9 Aug 1962  
J. Douglas Blackwood (DE 219)  
12 Mar-30 Apr 1962  
John King (DDG 3)  
27 Jul-8 Aug 1962  
John Paul Jones (DD 932)  
17 Feb-10 Mar 1962  
John R. Perry (DE 1034)  
4 May-8 Jun 1962; 20-23 Oct 1962  
John W. Weeks (DD 701)  
23 Mar-5 May 1961  
Joseph P. Kennedy (DD 850)  
25 Jun-24 Aug 1962

Keppeler (DD 765)  
5-12 Oct 1962  
Kidd (DD 661)  
26 Oct-18 Dec 1961; 8-30 Jan 1962  
Kingbird (MSC 194)  
27 Jan-27 Apr 1961; 30 Oct 1961-13 Jan 1962  
Kiawa (ATF 72)  
6 Jan-5 Feb 1962

Lawrence (DDG 4)  
15 Apr-18 May 1962

Leary (DDR 879)  
18-30 Apr 1961; 1-16 Dec 1961  
Liddle (APD 60)  
20-22 Oct 1962  
Limpkin (MSC 195)  
3-27 Jan 1961  
Lindenwald (LSD 6)  
20-22 Oct 1962  
Little Rock (CLG 4)  
20-26 Jan 1962  
Loefer (DE 680)  
12 Jan-12 Mar 1962  
Luisena (AFT 156)  
25 Nov 1961-1 Jan 1962; 8 Sep-6 Oct 1962

Malay (DE 791)  
22 Apr-22 Jun 1961  
Manley (DD 940)  
1-23 Oct 1962  
McCaffery (DD 860)  
13-17 Feb 1962  
Meadowlark (MSC 196)  
27 Apr-24 May 1961  
Mills (DER 383)  
18-23 Oct 1962  
Maale (DD 693)  
15 Mar-11 Apr 1962  
Manrovia (APA 31)  
20-22 Oct 1962  
Murray (DD 576)  
13-26 Apr 1961; 29 Jun-21 Jul 1962  
Myles C. Fox (DDR 829)  
25 Apr-7 Jun 1962

Newman K. Perry (DD 883)  
21-26 Apr 1961; 12-31 Mar 1961  
Nipmuc (ATF 157)  
6 Jan-9 Feb 1962; 5-18 Mar 1962; 2 Jun-12 Jul 1962  
Norfolk (DL 1)  
19-22 Oct 1962  
Narris (DD 859)  
16 Dec 1961-25 Jan 1962  
Northampton (CC 1)  
19-29 Apr 1961

O'Hare (DDR 889)  
16-25 Oct 1961  
Oxford (AG 159)  
21 Jul-23 Oct 1962

Paiute (ATF 159)  
28 Jul-28 Sep 1961; 10 Aug-7 Sep 1962  
Papaga (ATF 160)  
11 Jan-3 Feb 1961; 24 Oct-14 Dec 1961; 6-23 Oct 1962  
Parla (DE 708)  
16-23 Dec 1961; 12 Mar-30 Apr 1962

Parrat (MSC 197)  
27 Apr-24 May 1961  
Perry (DD 844)  
4-25 Apr 1962  
Petersen (DE 152)  
7 Apr-12 May 1961; 20-23 Oct 1962  
Pawer (DD 839)  
17 Feb-7 Apr 1962  
Purdy (DD 734)  
20 Oct-12 Dec 1961  
Putnam (DD 757)  
5 Mar-14 Apr 1961; 19-20 Apr 1961



Missiles Go Back to Russia from Cuba

Robert F. Keller (DE 419)  
16-23 Dec 1961; 4 Jun-10 Jul 1962  
Robert L. Wilson (DD 847)  
26 Sep-23 Oct 1962  
Roberts (DE 749)  
21 Apr-5 Jun 1962  
Rackbridge (APA 228)  
20-22 Oct 1962

Sampson (DDG 10)  
1 Sep-3 Oct 1961  
Samuel B. Roberts (DD 823)  
7-25 Apr 1962  
Sarsfield (DD 837)  
3-27 Jan 1961; 16 Dec 1961-10 Jan 1962; 14-16 Apr 1962  
Saufley (DD 465)  
12 Mar-2 May 1962; 7-18 Jun 1962; 20-23 Oct 1962  
Seneca (ATF 91)  
11 Jan-3 Feb 1961; 24 Aug-15 Oct 1961; 23 Feb-1 Apr 1962; 13 Jul-9 Aug 1962  
Shakari (ATF 162)  
11 Jan-23 Mar 1961; 16 Feb-2 Mar 1962; 19-29 Mar 1962; 10-17 Aug 1962; 3-9 Sep 1962

Sierra (AD 18)  
26 Oct-12 Dec 1961; 28 Sep-12 Oct 1962  
Siraga (SS 485)  
13-26 Apr 1961  
Snowden (DE 246)  
10 Oct 1961-10 Jul 1962  
Stickell (DDR 888)  
14-18 Oct 1961  
Steinaker (DDR 863)  
1-16 Dec 1961  
Stribling (DD 867)  
1 Jul-18 Aug 1961

Thaddeus Parker (DE 369)  
4 Jun-19 Jul 1962  
The Sullivans (DD 537)  
17 Feb-7 Apr 1962  
Tills (DE 748)  
21 Apr-5 Jun 1962  
Tweedy (DE 532)  
21 Apr-31 May 1962

Upshur (T-AP 98)  
19-22 Oct 1962  
Utina (ATF 163)  
27 Mar-9 Jul 1961; 2 Apr-24 May 1962

Vesale (DDR 878)  
12-30 Sep 1962  
Waccamaw (AO 109)  
22-29 Apr 1961  
Waldron (DD 699)  
17 Apr-19 May 1961  
Wallace L. Lind (DD 703)  
5 Sep-22 Oct 1962  
Waller (DD 466)  
13-26 Apr 1962; 25 Apr-7 Jun 1962  
Warrington (DD 843)  
21 Mar-1 Apr 1961; 21 Jul-11 Aug 1962  
Willard Keith (DD 775)  
5 Mar-14 Apr 1961; 19-20 Apr 1961  
William C. Lowe (DD 763)  
11-16 Dec 1961  
William M. Waad (DDR 715)  
19-29 Apr 1961; 1-16 Dec 1961  
William R. Rush (DDR 714)  
7-29 Jun 1962  
William V. Pratt (DLG 13)  
1 Apr-4 May 1962  
Wirek (EDD 848)  
28 Jul-15 Sep 1961  
Wadsan (DE 359)  
21 Apr-5 Jun 1962  
Wren (DD 568)  
11-17 Dec 1961  
Yasemite (AD 19)  
11-14 Feb 1962

## Units

ACU Twa, Det PhibTralEx (3-62)  
20-22 Oct 1962  
AirDevRan One (VX 1)  
29 Sep 1961-23 Oct 1962  
8MU Twa, Det PhibTralEx (3-62)  
20-22 Oct 1962

Attack Squadron over North Vietnam



USS Twining (DD 540) near Taiwan



USS Mount McKinley (AGC 7) off Lebanon



## EXPEDITIONARY AND SERVICE MEDALS (cont.)

|  |  |   |  |
|--|--|---|--|
| Cargo Handling Battalion One, Det H<br>3 Aug-23 Oct 1962 | PhibC8 Two, Det PhibTraLex (3-62)<br>20-22 Oct 1962<br>TacRon 22, Det Hotel<br>20-22 Oct 1962<br>UDT 21 Det<br>20-22 Oct 1962  | VP Seven, Det Seven*<br>15 Nov-17 Dec 1961; 10 Sep-10 Oct 1962<br>VP 23, Det Seven*<br>15 Oct-15 Nov 1961<br>VP 26, Det Seven*<br>27 Jun-6 Aug 1962<br>VP 45, Det Seven*<br>1 Jun-1 Jul 1961<br>VP 49, Det Seven*<br>1 Jul-15 Oct 1961<br>VP 56, Det Seven*<br>10-23 Oct 1962<br>VP 661*<br>24 Jan-27 Feb 1962; 23 May-26 Jun 1962<br>VP 741*<br>17 Dec 1961-24 Jan 1962; 25 Apr-23 May 1962<br>VP 832*<br>28 Mar-25 Apr 1962<br>VP 933*<br>27 Feb-28 Mar 1962<br>VR 1*<br>7 Jul 1961-23 Oct 1962 | VRC 40*<br>8-23 Oct 1962<br>VS 751*<br>4-30 Jun 1962<br>VS 821*<br>1 Nov-13 Dec 1961<br>VS 837*<br>25 Apr-21 Jul 1962<br>VS 861*<br>14 Dec 1961-31 Jan 1962<br>VS 915*<br>12 Mar-22 May 1962<br>VS 935*<br>1 Feb-11 Mar 1962<br>VU 8*<br>3 Jan 1961-23 Oct 1962<br>VU 10*<br>3 Jan 1961-23 Oct 1962<br>VW 4*<br>3 Jan 1961-23 Oct 1962 |
| Fleet Training Group, Gtmo<br>3 Jan 1961-23 Oct 1962     | VA 35*<br>1B-23 Oct 1962<br>VAP 62*<br>3 Jan 1961-23 Oct 1962<br>VAW 33*<br>16 Oct 1961-23 Oct 1962<br>VF 32*<br>19-23 Oct 1962<br>VF 41*<br>B-23 Oct 1962<br>VF 161*<br>17 May-9 Jul 1961<br>VF 162*<br>5-16 Jun 1961<br>VFP 62*<br>23 Oct 1962<br>VP Five, Det Seven*<br>6 Aug-10 Sep 1962 |   |  |
| MCB Four<br>3-20 Jan 1961; 24 Jun-23 Oct 1962            |  |   |  |
| MCB Seven<br>20 Jan-2 Oct 1962                           |  |   |  |
| MCB Eight<br>2 Oct 1961-24 Jun 1962                      |  |   |  |
| MoPhotoGrulant<br>1 Jul-23 Oct 1962                      |  |   |  |
| Naval Base, Gtmo<br>3 Jan 1961-23 Oct 1962               |  |   |  |
| Naval Station, Gtmo<br>3 Jan 1961-23 Oct 1962            |  |   |  |

\*Only those members of air crews who actually conducted flights into Cuba during periods indicated.

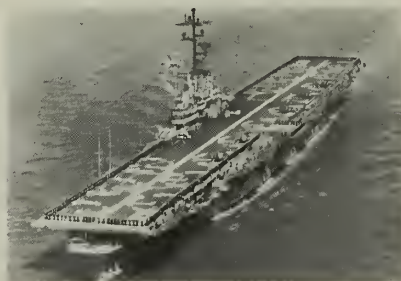
## Vietnam Service Medal 4 Jul 1965—date to be announced

|   |  |   |   |
|---|--|---|---|
| Alamo (LSD 33)<br>4-7 Jul 1965  | Benner (DD 807)<br>12 Oct-1 Nov 1965   | Calvert (APA 32)<br>23-24 Oct 1965  | Conquest (MSO 488)<br>1B Oct-1 Nov 1965; 2-15 Nov 1965; 18-31 Dec 1965  |
| Albatross (MSC 289)<br>1 Oct-4 Nov 1965   | Berkeley (DDG 15)<br>26-30 Dec 1965  | Camp (DER 251)<br>2-21 Sep 1965; 7 Oct-9 Nov 1965; 19 Nov-24 Dec 1965                                   | Coral Sea (CVA 43)<br>4-24 Jul 1965; 11 Aug-11 Sep 1965; 21 Sep-15 Oct 1965   |
| Alfred A. Cunningham (DD 752)<br>12 Oct-1 Nov 1965  | Black (DD 666)<br>4-14 Jul 1965  | Carter Hall (LSD 3)<br>4-9 Jul 1965; 20-23 Jul 1965; 14-15 Aug 1965; 25 Aug-30 Oct 1965                 | Current (ARS 22)<br>1-8 Oct 1965  |
| Aludra (AF 55)<br>3-17 Oct 1965; 24 Oct-1 Nov 1965; 15-21 Nov 1965  | Blackfin (SS 322)<br>14-31 Jul 1965  | Castor (AKS 1)<br>14-19 Jul 1965; 8-20 Sep 1965; 5-11 Oct 1965; 17-23 Oct 1965                          | Currituck (AV 7)<br>4 Jul-4 Aug 1965  |
| Annapolis (AGMR 1)<br>15 Sep-12 Oct 1965; 29 Oct-27 Nov 1965; 16-31 Dec 1965  | Blue (DD 744)<br>16 Jul-24 Aug 1965  | Catfish (SS 339)<br>18 Sep-12 Oct 1965  | Cusk (SS 348)<br>22 Oct-10 Nov 1965   |
| Apache (ATF 67)<br>29 Nov-3 Dec 1965  | Bon Homme Richard (CVA 31)<br>18 Jul-13 Aug 1965; 10 Sep-1 Oct 1965; 8-29 Oct 1965; 13 Nov-17 Dec 1965   | Charles S. Sperry (DD 697)<br>8-12 Dec 1965   | DeHaven (DD 727)<br>16 Jul-28 Aug 1965; 12 Sep-8 Oct 1965; 19 Oct-4 Nov 1965  |
| Arnold J. Isbell (DD 869)<br>26-31 Dec 1965   | Boxer (LPH 4)<br>9-17 Sep 1965   | Chemung (AO 30)<br>24-31 Dec 1965   | Dennis J. Buckley (DD 808)<br>9 Jul-11 Aug 1965; 11-30 Sep 1965   |
| Ashtabula (AO 51)<br>4-17 Aug 1965; 24 Aug-1 Sep 1965; 7-15 Sep 1965; 22 Sep-4 Oct 1965; 17 Oct-2 Nov 1965; 19-29 Nov 1965; 7-21 Dec 1965 | Boyd (DD 544)<br>4-22 Jul 1965   | Chevalier (DD 805)<br>4-13 Jul 1965   | Diachenko (APD 123)<br>18-23 Jul 1965; 3-6 Aug 1965; 18-29 Aug 1965; 30 Aug-9 Sep 1965; 22 Sep-2 Oct 1965; 27-31 Oct 1965 |
| Bache (DD 470)<br>10 Nov-6 Dec 1965; 22-30 Dec 1965   | Braine (DD 630)<br>4 Jul-3 Aug 1965; 25 Aug-21 Sep 1965; 15-18 Oct 1965  | Chipola (AO 63)<br>28-31 Dec 1965   | Duncan (DDR 874)<br>30 Sep-14 Oct 1965; 26 Oct-4 Nov 1965; 5 Nov-17 Dec 1965  |
| Bainbridge (DLGN 25)<br>2-30 Dec 1965   | Bream (AGSS 243)<br>27-31 Dec 1965   | Cimarron (AO 22)<br>22 Jul-1 Aug 1965; 10-16 Aug 1965; 21-30 Aug 1965; 8-17 Sep 1965; 23 Sep-6 Oct 1965 | Dynamic (MSO 432)<br>15 Nov-31 Dec 1965   |
| Barrett (T-AP 196)<br>1-2 Sep 1965; 18-19 Oct 1965  | Brinkley Bass (DD 887)<br>5-14 Nov 1965; 24 Nov-30 Dec 1965  | Cochrane (DDG 21)<br>28 Aug-9 Sep 1965  | Edson (DD 946)<br>25 Nov-5 Dec 1965; 14-31 Dec 1965   |
| Barry (DD 933)<br>27 Nov-30 Dec 1965  | Brister (DER 327)<br>12 Jul-7 Aug 1965   | Cocopa (ATF 101)<br>24 Aug-4 Sep 1965; 30 Sep-28 Oct 1965   | Elkhorn (AOG 7)<br>12 Nov-31 Dec 1965   |
| Bashaw (AGSS 241)<br>2-6 Aug 1965; 9-12 Sep 1965  | Brush (DD 745)<br>15-30 Dec 1965   | Cogswell (DD 651)<br>4 Jul-9 Aug 1965; 7 Sep-20 Oct 1965; 15-18 Oct 1965; 28 Oct-9 Nov 1965             | Embattle (MSO 434)<br>4-30 Jul 1965   |
| Bayfield (APA 33)<br>4-9 Jul 1965; 18-26 Aug 1965; 31 Aug-10 Sep 1965; 22-26 Oct 1965   | Buchanan (DDG 14)<br>4-13 Jul 1965   | Collett (DD 730)<br>23 Jul-24 Aug 1965  | Endurance (MSO 435)<br>15 Nov-25 Dec 1965   |
| Bellatrix (AF 62)<br>29 Nov-7 Dec 1965; 20-31 Dec 1965  | Bugara (SS 331)<br>11-28 Dec 1965  | Colonial (LSD 18)<br>4-9 Jul 1965   | Enhance (MSO 437)<br>4-5 Jul 1965; 26 Aug-10 Sep 1965   |
| Belle Grove (LSD 2)<br>4 Jul-27 Aug 1965; 4-10 Sep 1965; 17-18 Sep 1965; 28-29 Sep 1965; 23-24 Oct 1965                                   | Cabildo (LSD 16)<br>4-7 Jul 1965; 18 Jul 1965; 30-31 Jul 1965; 15-23 Aug 1965; 4-27 Sep 1965; 19 Oct 1965  | Comstock (LSD 19)<br>30 Aug-1 Sep 1965; 6-7 Sep 1965  | Enterprise (CVAN 65)<br>2-31 Dec 1965   |
| Benjamin J. Stoddert (DDG 22)<br>15-31 Dec 1965   | Caliente (AO 53)<br>4-11 Jul 1965; 17 Jul-1 Aug 1965; 8-19 Aug 1965; 25 Aug-3 Sep 1965; 12-23 Sep 1965; 1-19 Oct 1965; 1-10 Nov 1965; 23-29 Nov 1965; 11-21 Dec 1965 | Conflict (MSO 426)<br>15 Nov-18 Dec 1965  | Epperson (DD 719)<br>22 Oct-9 Nov 1965; 11-24 Nov 1965  |

USS Midway (CVA 41)



USS Princeton (LPH 5)



USS Henry W. Tucker (DD 875)





Epping Forest (MCS 7)  
4-19 Jul 1965; 25 Sep-22 Oct 1965

Ernest G. Small (DDR 838)  
4 Jul 1965; 12-23 Sep 1965; 9-10 Oct 1965; 19 Oct-3 Nov 1965; 14 Nov-3 Dec 1965

Esteem (MSO 438)  
5 Oct-1 Nov 1965; 2-15 Nov 1965; 18-31 Dec 1965

Estes (AGC 12)  
4-15 Jul 1965; 17-23 Aug 1965; 20 Sep-2 Oct 1965

Everett F. Larson (DD 830)  
7-17 Aug 1965; 27 Aug-9 Sep 1965; 23-26 Sep 1965

Eversale (DD 789)  
12 Oct-1 Nov 1965; 19-24 Nov 1965

Excel (MSO 439)  
4-13 Jul 1965; 8 Sep-5 Oct 1965

Falgout (DER 324)  
19 Jul-26 Aug 1965

Fechtelor (DD 870)  
12 Aug-10 Sep 1965; 22 Sep-14 Oct 1965; 19-31 Oct 1965; 5-9 Nov 1965; 10-11 Nov 1965; 26 Nov-1 Dec 1965; 22-31 Dec 1965

Finch (DER 328)  
12-25 Jul 1965; 3 Aug-1 Sep 1965; 3-31 Dec 1965

Firedrake (AE 14)  
24 Nov-5 Dec 1965; 15-20 Dec 1965

Firm (MSO 444)  
4-24 Jul 1965

Fletcher (DD 445)  
18-24 Nov 1965

Floyd B. Parks (DD 884)  
19-23 Jul 1965; 6-30 Aug 1965; 26 Sep-18 Oct 1965

Floyd County (LST 762)  
5-6 Jul 1965

Force (MSO 445)  
4-20 Jul 1965

Forster (DER 334)  
4-9 Jul 1965; 24 Jul-25 Aug 1965

Frank E. Evans (DD 754)  
29 Jul-6 Aug 1965; 24-26 Sep 1965

Frank Knox (DDR 742)  
4-15 Jul 1965

Fort Marian (LSD 22)  
1 Oct 1965; 8 Oct 1965; 27-31 Oct 1965

Gallant (MSO 489)  
5 Oct-1 Nov 1965; 2-15 Nov 1965; 18-31 Dec 1965

Galveston (CLG 3)  
4-17 Jul 1965; 28 Jul-27 Aug 1965; 4 Sep-11 Oct 1965; 30 Oct-9 Nov 1965; 10 Nov-1 Dec 1965; 22-31 Dec 1965

Gannet (MSC 290)  
10-31 Dec 1965

Geiger (T-AP 197)  
20-23 Sep 1965; 7-9 Oct 1965; 23-27 Nov 1965

General Alexander M. Patch (T-AP 122)  
15-21 Sep 1965; 9 Nov 1965

General Daniel I. Sultan (T-AP 120)  
28 Aug 1965; 6 Oct 1965; 27-29 Nov 1965

#### USS Belle Grove (LSD 2)



General Edwin D. Patrick (T-AP 124)  
7 Sep 1965; 21-29 Oct 1965

General Hugh J. Goffey (T-AP 121)  
30 Sep-4 Oct 1965

General J. C. Breckenridge (AP 176)  
12-13 Jul 1965; 14-16 Sep 1965; 28-29 Oct 1965

General John Pope (T-AP 110)  
18-19 Dec 1965

General LeRoy Ellinge (T-AP 154)  
29 Jul-4 Aug 1965; 18-26 Sep 1965; 8-20 Oct 1965; 23-27 Dec 1965

General Maurice Rose (T-AP 126)  
16-19 Sep 1965

General R. M. Blatchford (T-AP 153)  
27 Aug-1 Sep 1965; 16-17 Oct 1965

General Siman 8. Buckner (T-AP 123)  
12-17 Sep 1965; 1-3 Nov 1965

General W. A. Mann (AP 112)  
23-27 Aug 1965; 10 Oct 1965

General W. H. Gordan (T-AP 117)  
11-16 Jul 1965; 3-8 Sep 1965; 23 Oct-6 Nov 1965

General William O. Darby (T-AP 127)  
13-15 Sep 1965

General William Weigel (T-AP 119)  
29-30 Dec 1965

Genesee (AOG 8)  
4 Jul-24 Sep 1965

George Clymer (APA 27)  
4-9 Jul 1965

George K. MacKenzie (DD 836)  
5-19 Nov 1965

Graffias (AF 29)  
4-11 Nov 1965; 12-14 Nov 1965; 23-29 Nov 1965; 13-16 Dec 1965

Gridley (DLG 21)  
12 Aug-10 Sep 1965; 22 Sep-14 Oct 1965

Guide (MSO 447)  
25 Jul-2 Aug 1965; 18 Sep-5 Oct 1965

Haleakala (AE 25)  
20-30 Dec 1965

Halsey (DLG 23)  
4-22 Jul 1965

Hamner (DD 718)  
4-10 Jul 1965

Hancock (CVA 19)  
17-31 Dec 1965

Hanson (DD 832)  
19 Jul-11 Aug 1965; 11-30 Sep 1965

Harald J. Ellis (DD 864)  
11-25 Nov 1965; 10-31 Dec 1965

Harry E. Hubbard (DD 748)  
7 Nov-9 Dec 1965; 13-26 Dec 1965

Hassayampa (AO 145)  
10-20 Jul 1965; 26-29 Jul 1965; 16-25 Aug 1965; 2-11 Sep 1965; 20 Sep-3 Oct 1965; 18 Oct-1 Nov 1965; 12-24 Nov 1965

Haverfield (DER 393)  
12 Jul-15 Aug 1965; 27 Aug-26 Sep 1965; 5 Oct-6 Nov 1965; 28 Nov-31 Dec 1965

#### USS Bugara (SS 331)



Hawkins (DD 873)  
13-31 Dec 1965

Henderson (DD 785)  
10 Aug-11 Sep 1965; 1-19 Oct 1965; 29 Oct-9 Nov 1965; 10-27 Nov 1965; 10-20 Dec 1965

Henry B. Wilson (DDG 7)  
19-23 Jul 1965; 31 Jul-30 Aug 1965; 26 Sep-31 Oct 1965

Henry County (LST 824)  
11-12 Sep 1965; 25 Sep-7 Oct 1965

Henry W. Tucker (DD 875)  
21 Aug-15 Sep 1965; 18-19 Sep 1965; 28 Sep-11 Oct 1965; 4-28 Nov 1965

Higbee (DD 806)  
5-17 Jul 1965; 6-17 Sep 1965; 25-28 Sep 1965

Hissom (DER 400)  
2-26 Sep 1965; 6-30 Oct 1965; 15 Nov-13 Dec 1965; 22-31 Dec 1965

Hitchiti (ATS 103)  
7-20 Dec 1965

Hael (DDG 13)  
4-31 Jul 1965

Hallister (DD 788)  
9-28 Oct 1965; 1 Nov-17 Dec 1965

Harnet (CVS 12)  
12 Oct-1 Nov 1965; 16-25 Nov 1965

Hull (DD 945)  
4 Jul-5 Aug 1965; 25 Aug-30 Sep 1965

Illusive (MSO 448)  
5-17 Oct 1965; 31 Oct-1 Nov 1965; 2-15 Nov 1965; 25-31 Dec 1965

Implicit (MSO 455)  
15 Nov-18 Dec 1965

Independence (CVA 62)  
4 Jul-10 Aug 1965; 24 Aug-23 Sep 1965; 14 Oct-12 Nov 1965

Ingersoll (DD 652)  
5-31 Jul 1965; 26 Aug-21 Sep 1965; 15 Oct-4 Nov 1965

Ingraham (DD 694)  
11-25 Nov 1965; 5-31 Dec 1965

Iwo Jima (LPH 2)  
4-21 Jul 1965; 17-23 Aug 1965; 11 Sep-10 Oct 1965

James E. Kyes (DD 787)  
29 Jul-17 Aug 1965; 27 Aug-19 Sep 1965; 23-26 Sep 1965

Jerome County (LST 848)  
11-12 Sep 1965; 25 Sep-7 Oct 1965

Jahn R. Craig (DD 885)  
4 Jul 1965; 13 Jul-10 Aug 1965

John S. McCain (DL 3)  
12 Oct-1 Nov 1965; 20-24 Nov 1965

Joseph Strauss (DDG 16)  
4 Jul 1965; 11-30 Sep 1965; 27-29 Oct 1965; 31 Oct-9 Nov 1965; 10-20 Nov 1965

Kawishiwi (AO 146)  
21-31 Dec 1965

Kennebec (AO 36)  
25-29 Sep 1965; 7-10 Oct 1965; 20-26 Oct 1965; 30 Oct-11 Nov 1965; 23-27 Nov 1965; 8-15 Dec 1965; 31 Dec 1965

King (DLG 10)  
4-17 Jul 1965; 10 Aug-11 Sep 1965; 1 Oct-2 Nov 1965

Kitty Hawk (CVA 63)  
26 Nov-23 Dec 1965

Koaner (DER 331)  
8 Aug-7 Sep 1965; 22 Sep-17 Oct 1965; 6-9 Nov 1965; 11-31 Nov 1965

Kretschmer (DER 329)  
2-17 Sep 1965; 27 Sep-26 Oct 1965; 10-31 Nov 1965

Krishna (ARL 38)  
16 Sep-11 Nov 1965; 12 Nov-1 Dec 1965; 11-31 Dec 1965

Kula Gulf (T-AKV 8)  
14-24 Sep 1965; 13-21 Nov 1965

Leader (MSO 490)  
4 Jul-9 Aug 1965; 10 Sep-5 Oct 1965

Lenawee (APA 195)  
28-31 Aug 1965

Leonard F. Mason (DD 852)  
8 Jul-2 Aug 1965; 17 Sep-1 Oct 1965; 10 Oct-6 Nov 1965

Lowe (DER 325)  
16 Aug-1 Sep 1965; 1-21 Dec 1965

Lucid (MSO 458)  
4-15 Jul 1965; 1 Sep-5 Oct 1965

Lyman K. Swenson (DD 729)  
3 Oct-9 Nov 1965; 21 Nov-12 Dec 1965; 15-31 Dec 1965

Maddax (DD 731)  
10 Aug-1 Sep 1965; 1-19 Oct 1965; 29 Oct-20 Nov 1965

Magaffin (APA 199)  
23-24 Oct 1965

Mahan (DLG 11)  
23 Nov-23 Dec 1965

Mahopac (ATA 196)  
30 Jul-3 Aug 1965; 25 Sep-11 Oct 1965; 2 Nov-4 Dec 1965

Mansfield (DD 728)  
12 Sep-8 Oct 1965; 19 Oct-4 Nov 1965; 25 Nov-23 Dec 1965

Mark (AKL 12)  
29-31 Dec 1965

Mars (AFS 1)  
12-15 Jul 1965; 20-30 Jul 1965; 1-7 Sep 1965; 30 Sep-7 Oct 1965; 21 Oct-3 Nov 1965; 2-14 Dec 1965; 22-31 Dec 1965

Mathews (AKA 94)  
4-10 Jul 1965; 9-12 Aug 1965; 22-26 Oct 1965

Maury (AGS 16)  
8-27 Dec 1965

McKean (DD 784)  
10 Aug-11 Sep 1965; 1-19 Oct 1965; 29 Oct-27 Nov 1965; 10-20 Dec 1965

Medregal (SS 480)  
4-10 Jul 1965

Merrick (AKA 97)  
4-9 Jul 1965; 26 July-3 Aug 1965; 19-25 Aug 1965; 22-26 Oct 1965

Midway (CVA 41)  
22 Jul-26 Aug 1965; 11 Sep-9 Oct 1965; 18 Oct-5 Nov 1965

Malala (ATF 106)  
10-11 Nov 1965; 12 Nov-31 Dec 1965

#### USS Hassayampa (AO 145)



# EXPEDITIONARY AND SERVICE MEDALS (cont.)

Monticello (LSD 35)  
15-16 Sep 1965

Mount Katmai (AE 16)  
6-11 Jul 1965; 19-27 Jul 1965;  
20-29 Aug 1965; 9-19 Sep 1965;  
29 Sep-9 Oct 1965; 15-27 Oct  
1965; 3-11 Nov 1965; 12-19 Nov  
1965

Mullany (DD 528)  
4 Jul-9 Aug 1965; 3 Oct-9 Nov  
1965

Munsee (ATF 107)  
4-8 Jul 1965; 28 July-1 Aug  
1965; 15 Aug-14 Sep 1965

Navarro (APA 215)  
4 Jul-21 Aug 1965; 26 Sep-15  
Oct 1965

Navasota (AO 106)  
14-24 Sep 1965; 16-29 Oct 1965;  
9-11 Nov 1965; 12-18 Nov 1965;  
30 Nov-8 Dec 1965; 17-25 Dec  
1965

Neches (AO 47)  
6-16 Jul 1965; 25 Jul-3 Aug  
1965; 12-27 Aug 1965; 31 Aug-  
11 Sep 1965; 4-10 Oct 1965; 15-  
20 Oct 1965; 28 Oct-5 Nov 1965;  
16-21 Nov 1965; 28 Nov-4 Dec  
1965

Newell (DER 322)  
4 Jul 1965; 26 Jul-21 Aug 1965;  
30 Aug-5 Oct 1965; 16 Oct-9  
Nov 1965; 10-14 Nov 1965; 24  
Nov-31 Dec 1965

Nicholas (DD 449)  
12 Oct-1 Nov 1965; 19-24 Nov  
1965

Oak Hill (LSD 7)  
27-28 Oct 1965

O'Brien (DD 752)  
18-24 Nov 1965

Okanogan (APA 220)  
4-8 Jul 1965; 16 Aug-15 Oct  
1965

Oklahoma City (CLG 5)  
17-28 Jul 1965; 28 Aug-12 Sep  
1965; 13-21 Oct 1965; 28 Nov-  
12 Dec 1965

Oriskany (CVA 34)  
4-20 Jul 1965; 9 Aug-12 Sep  
1965; 30 Sep-19 Oct 1965; 29  
Oct-27 Nov 1965

Orleck (DD 886)  
5-17 Jul 1965; 8 Aug-8 Sep  
1965; 20 Nov-10 Dec 1965

Oxford (AGTR 1)  
4-12 Jul 1965; 26 Jul-26 Aug  
1965; 25-28 Oct 1965; 12 Nov-  
6 Dec 1965

Ozbourn (DD 846)  
12 Sep-8 Oct 1965; 19 Oct-4  
Nov 1965; 10-13 Nov 1965; 21  
Nov-23 Dec 1965

Paricutin (AE 18)  
4-12 Jul 1965; 22-27 Jul 1965;  
7-18 Aug 1965; 27 Aug-7 Sep  
1965; 17-27 Sep 1965; 8-17 Oct  
1965; 23 Oct-1 Nov 1965; 8-11  
Nov 1965; 12-16 Nov 1965; 5-14  
Dec 1965; 28-31 Dec 1965

Peacock (MSC 198)  
25 Sep-13 Oct 1965; 5 Nov-10  
Dec 1965

Perch (APSS 313)  
28 Aug-23 Sep 1965; 23 Nov-  
6 Dec 1965

Perkins (DD 887)  
4 Jul 1965; 16-31 Jul 1965

Permit (SSN 594)  
15-23 Oct 1965

Persistent (MSO 491)  
15 Nov-18 Dec 1965

Phillip (DD 498)  
29 Jul-1 Aug 1965; 24-26 Sep  
1965

Phoebe (MSC 199)  
25 Sep-13 Oct 1965; 5-17 Nov  
1965

Pickaway (APA 222)  
4-7 Jul 1965

Picking (DD 685)  
10-11 Aug 1965; 18-30 Sep 1965;  
11-19 Nov 1965; 1-5 Dec 1965

Pictor (AF 54)  
31 Aug-9 Sep 1965; 18-30 Sep  
1965; 9-17 Oct 1965

Pine Island (AV 12)  
11 Oct-3 Nov 1965; 28 Nov-12  
Dec 1965

Platte (AO 24)  
12-22 Jul 1965; 28 July-4 Aug  
1965

Pledge (MSO 492)  
18 Oct-15 Nov 1965; 18-31 Dec  
1965

Point Cruz (T-AKV 19)  
20-27 Oct 1965; 16-22 Dec 1965

Point Defiance (LSD 31)  
4-21 Jul 1965; 17-23 Aug 1965;  
11 Sep-10 Oct 1965

Pollux (AKS 4)  
31 Jul-12 Aug 1965; 23 Aug-8  
Sep 1965; 1-10 Nov 1965; 18-  
25 Nov 1965; 30 Nov-2 Dec 1965

Preble (DLG 15)  
19 Jul-11 Aug 1965; 25 Aug-30  
Sep 1965; 13-18 Oct 1965

Preston (DD 795)  
12 Aug-10 Sep 1965; 22 Sep-14  
Oct 1965; 1 Nov-1 Dec 1965; 22-  
31 Dec 1965

Prichett (DD 651)  
18-22 Jul 1965; 7 Aug-10 Sep  
1965

Prime (MSO 466)  
4-25 Jul 1965

Princeton (LPH 5)  
1-9 Sep 1965

Procyon (AF 61)  
14-19 Jul 1965; 27-31 Dec 1965

Pyro (AE 24)  
4 Jul 1965; 10-15 Jul 1965; 27  
July-7 Aug 1965; 17-27 Aug  
1965; 5-14 Sep 1965; 23-30 Sep  
1965

Radford (DD 446)  
29 Jul-17 Aug 1965; 27 Aug-9  
Sep 1965

Rainier (AE 5)  
4-7 Jul 1965; 11-20 Jul 1965; 26  
Jul-5 Aug 1965; 13-21 Aug 1965;  
1-11 Sep 1965; 25 Sep-5 Oct  
1965; 12-24 Oct 1965; 30 Oct-  
9 Nov 1965; 17-29 Nov 1965;  
12-22 Dec 1965

Razorback (SS 394)  
30 Nov-10 Dec 1965

Reaper (MSO 467)  
4-20 Jul 1965

Reeves (DLG 24)  
23 Jul-24 Aug 1965; 12 Sep-8  
Oct 1965

Rehoboth (AGS 50)  
28-29 Nov 1965; 10-31 Dec 1965

Remora (SS 487)  
12-26 Dec 1965

Renshaw (DD 499)  
29 Jul-8 Aug 1965; 27 Aug-9  
Sep 1965; 23-26 Sep 1965

Renville (APA 227)  
4-12 Jul 1965

Richmond K. Turner (DLG 20)  
7 Jul-9 Aug 1965; 25 Aug-21  
Sep 1965; 15 Oct-9 Nov 1965

Rowan (DD 782)  
4-14 Jul 1965

Rupertus (DD 851)  
5-19 Nov 1965

Sabalo (SS 302)  
16 Sep-11 Oct 1965

Sacramento (AOE 1)  
6-17 Nov 1965; 25 Nov-9 Dec  
1965; 19-29 Dec 1965

Safeguard (ARS 25)  
13 Oct-5 Nov 1965; 6-30 Dec  
1965

Salmon (SS 573)  
11 Oct-13 Nov 1965

Samuel B. Roberts (DD 823)  
27 Nov-31 Dec 1965

Samuel N. Moore (DD 747)  
5-10 Nov 1965; 25 Nov-23 Dec  
1965

Savage (DER 386)  
4-25 Jul 1965; 10 Aug-12 Sep  
1965; 27 Sep-17 Oct 1965; 27  
Oct-27 Nov 1965; 14-31 Dec  
1965

Seaford (SS 402)  
31 Jul-28 Aug 1965

Seminole (AKA 104)  
25 Oct 1965

Serrano (AGS 24)  
23-27 Dec 1965

Shelton (DD 790)  
11-28 Oct 1965; 1 Nov-17 Dec  
1965

Sioux (ATF 75)  
5-22 Jul 1965; 12-27 Sep 1965

Snohomish County (LST 1126)  
20 Jul-17 Aug 1965

Somers (DD 947)  
6-22 Jul 1965

Southerland (DD 743)  
4-5 Jul 1965; 8 Aug 1965

Spinax (SS 489)  
12-22 Oct 1965; 14-29 Nov 1965

Stoddard (DD 566)  
15 Jul-9 Aug 1965; 25 Aug-21  
Sep 1965; 18 Oct-4 Nov 1965

Stone County (LST 1141)  
11-12 Sep 1965

Sumner County (LST 1148)  
4 Jul-31 Oct 1965

Sunnadin (ATA 197)  
24 Nov-1 Dec 1965; 13-31 Dec  
1965

Talladega (APA 208)  
4-21 Jul 1965; 17-23 Aug 1965;  
30-31 Aug 1965

Taluga (AO 62)  
4-7 Jul 1965; 10-16 Jul 1965; 20-  
27 Jul 1965; 2-10 Aug 1965;  
14-25 Aug 1965; 2-14 Sep 1965

Terrell County (LST 1157)  
4-13 Jul 1965

Theodore E. Chandler (DD 717)  
9-28 Oct 1965; 1 Nov-17 Dec  
1965

Thomason (LSD 28)  
24 Aug 1965; 14-16 Sep 1965

Ticonderoga (CVA 14)  
4 Nov-2 Dec 1965; 22-31 Dec  
1965

Tillamook (ATA 192)  
18-25 Aug 1965; 7-15 Sep 1965;  
24-26 Dec 1965

Tiru (SS 416)  
4-14 Jul 1965

Tolovana (AO 64)  
4-5 Jul 1965; 11-21 Jul 1965;  
1-14 Aug 1965; 21 Aug-3 Sep  
1965; 17-23 Sep 1965; 7-18 Oct  
1965; 30 Oct-11 Nov 1965; 12-  
13 Nov 1965; 21-22 Nov 1965

Tom Green County (LST 1159)  
4-10 Jul 1965; 16-17 Aug 1965;  
4-9 Sep 1965

Topeka (CLG 8)  
19-31 Dec 1965

Tortuga (LSD 26)  
4-9 Jul 1965

Tulare (AKA 112)  
4-7 Jul 1965

Turner Joy (DD 951)  
12 Aug-10 Sep 1965; 22 Sep-14  
Oct 1965; 19-25 Oct 1965; 5-9  
Nov 1965; 10 Nov 1965; 26  
Nov-1 Dec 1965; 22-31 Dec 1965

Uhlmann (DD 687)  
19 Jul-7 Aug 1965; 17-30 Sep  
1965

Upshur (T-AP 198)  
15-17 Sep 1965; 1 Nov 1965

Vance (DER 387)  
4 July-2 Aug 1965; 12 Aug-1  
Sep 1965

Vancouver (LPD 2)  
24-25 Aug 1965

Vega (AF 59)  
25 Jul-1 Aug 1965; 12-20 Aug  
1965; 5-17 Sep 1965

Vernon County (LST 1161)  
4-12 Jul 1965; 16-23 Aug 1965

Vesole (DD 878)  
6-29 Dec 1965

Vesuvius (AE 15)  
14-21 Jul 1965; 2-13 Aug 1965;  
25 Aug-3 Sep 1965; 14-23 Sep  
1965; 4-13 Oct 1965; 24 Oct-4  
Nov 1965

Vireo (MSC 205)  
25 Sep-13 Oct 1965; 5 Nov-10  
Dec 1965

Waddell (DDG 24)  
10 Nov-30 Dec 1965

Wolke (DD 723)  
11-17 Aug 1965; 27 Aug-9 Sep  
1965; 23-26 Sep 1965

Washburn (AKA 108)  
30 Aug-1 Sep 1965

Washoe County (LST 1165)  
4-13 Jul 1965; 9 Aug-1 Sep  
1965; 2-4 Sep 1965

Washtenaw County (LST 1166)  
4-10 Jul 1965; 16-17 Aug 1965;  
4-10 Sep 1965

Westchester County (LST 1167)  
4-10 Jul 1965; 4-10 Sep 1965

Wexford County (LST 1168)  
11-18 Sep 1965

Whetstone (LSD 27)  
4-9 Jul 1965

Whippoorwill (MSC 207)  
10-31 Dec 1965

Whitfield County (LST 1169)  
4-12 Jul 1965; 16-17 Aug 1965;  
4-9 Sep 1965

Widgeon (MSC 208)  
1 Oct-4 Nov 1965

Wilhoite (DER 379)  
4-11 Jul 1965; 1-29 Aug 1965;  
13 Sep-6 Oct 1965; 18 Oct-4  
Nov 1965; 5-23 Nov 1965; 25-31  
Dec 1965

Windham County (LST 1170)  
4-10 Jul 1965; 5-6 Aug 1965;  
20-21 Aug 1965

Winston (AKA 94)  
4-9 Jul 1965

Woodpecker (MSC 209)  
1 Oct-4 Nov 1965

Wrangell (AE 12)  
17-24 Nov 1965; 3-12 Dec 1965;  
29-31 Dec 1965

Zelima (AF 49)  
6-14 Jul 1965; 30 Jul-8 Aug  
1965; 14-22 Aug 1965; 26-30  
Aug 1965

## Units

Airborne Early Warning Squadron  
One\*  
4 Jul-31 Dec 1965

Aircraft Ferry Squadron 32\*  
4 Jul-date to be announced

Air Transport Squadron Three\*  
4 Jul 1965-date to be announced

Air Transport Squadron Seven (In-  
cluding Det A Ila)\*  
4 Jul 1965-date to be announced

Air Transport Squadron Eight\*  
4 Jul 1965-date to be announced

Air Transport Squadron 21\*  
4 Jul 1965-date to be announced

Air Transport Squadron 22\*  
4 Jul 1965-date to be announced

Amphibious Construction Battalion  
One, WestPac Det\*\*  
4 Jul-31 Oct 1965

Amphibious Logistic Support Group  
(CTG 76.4)\*\*  
4 Jul-15 Oct 1965

Assault Craft Division Det 11\*\*  
(Including LCMs and LCUs as-  
signed)  
4 Jul-31 Oct 1965



Assault Craft Division Det 12\*  
(Including LCMs and LCUs assigned)  
4 Jul-31 Oct 1965  
Assault Craft Division Det 13\*\*  
(Including LCMs and LCUs assigned)  
4 Jul-31 Oct 1965

Beach Jumper Unit 1, Team 11\*\*  
4 Jul-7 Oct 1965  
Beach Jumper Unit 1, Team 12\*\*  
7 Jul-31 Dec 1965  
Beach Master Unit 1, WestPac Det\*\*  
4 Jul-31 Oct 1965

Carrier Airborne Early Warning Squadron 13, Det 1\*  
4 Jul-31 Dec 1965  
Commander Fleet Air Wing 2\*  
(Personnel flying as crew members with VP 22, VP 28, VP 48 and VP 50)  
15 Sep-31 Dec 1965  
Commander Fleet Air Wing 10\*  
(Personnel flying as crew members with VP 22, VP 46 and VP 40)  
4 Jul-15 Sep 1965  
Commander Mine Division 72, Staff  
4-24 Jul 1965  
Commander Mine Division 73, Staff  
18 Oct-14 Nov 1965  
Commander Mine Division 91, Staff  
15 Nov-17 Dec 1965  
Commander Mine Division 93, Staff  
4 Jul-9 Aug 1965; 18 Sep-5 Oct 1965  
ComNavAirPac Maintenance Training Team 2-66  
21 Sep 1965-1 Feb 1966  
ComNavAirPac Maintenance Training Team 5-66  
21 Sep 1965-Feb 1966  
ComNavAirPac Maintenance Training Team 6-66  
21 Sep 1965-1 Feb 1966  
Commander Seventh Fleet Det Charlie  
4 Jul-31 Dec 1965



USS Sacramento (AOE 1)



USS Lowe (DER 325)

Explosive Ordnance Disposal Unit 1, WestPac Det  
4-18 Jul 1965; 21 Sep-21 Oct 1965; 4 Jul-31 Dec 1965 (Da Nang Det)  
Fleet Air Reconnaissance Squadron 1\*  
4 Jul-31 Dec 1965  
Fleet Composite Squadron 5\*  
28 Jul-20 Aug 1965 (Embarked Galveston)  
20-26 Aug 1965 (Embarked Bayfield)  
Flight Support Unit, Naval Station Sangley Point\*  
4 Jul 1965-date to be announced  
Heavy Photographic Squadron 61\*  
4 Jul-31 Dec 1965  
Helicopter Combat Support Squadron 1, Det 1\*  
4 Jul 1965- date to be announced  
Mobile Inshore Undersea Warfare Surveillance Unit 11  
4 Jul-15 Sep 1965; 21-31 Dec 1965  
Mobile Inshore Undersea Warfare Surveillance Unit 13  
25 Aug-31 Dec 1965  
Mobile Logistic Support Group (Staff CTG 73.5)\*  
12-17 Nov 1965; 25 Nov-9 Dec 1965; 19-29 Dec 1965

Mobile Support Unit 3  
4 Jul-31 Dec 1965  
MSB 51  
8 Nov-31 Dec 1965  
MSB 52  
8 Nov-31 Dec 1965  
Naval Air Station, Atsugi\*  
4 Jul 1965-date to be announced  
Naval Air Station, Cubi Point\*  
4 Jul 1965-date to be announced  
Naval Air Transport Wing, PAC, Staff\*  
4 Jul 1965-date to be announced  
Naval Beach Group 1, WestPac Det, Staff\*\*  
5 Jul-30 Sep 1965  
Patrol Squadron Four (Tan Son Nhut Det)\*  
4-24 Jul 1965  
Patrol Squadron 17 (Tan Son Nhut Det)\*  
13 Jul-3 Oct 1965  
Patrol Squadron 22\*  
4 Jul-1 Nov 1965  
Patrol Squadron 28\*  
3 Nov-31 Dec 1965  
Patrol Squadron 40\*  
4 Jul-27 Aug 1965  
Patrol Squadron 42 (Tan Son Nhut Det)\*  
3 Oct-31 Dec 1965  
Patrol Squadron 46\*  
4 Jul-31 Dec 1965

Patrol Squadron 48\*  
11 Oct-31 Dec 1965  
Patrol Squadron 50\*  
1 Sep-31 Dec 1965  
SAR Det HU 16 only Naval Air Facility, Naha\*  
4 Jul 1965-date to be announced  
Tactical Air Control Squadron 13\*  
4-15 Jul 1965; 17-23 Aug 1965; 20 Sep-2 Oct 1965  
Target Drone Unit\*  
28 Jul-20 Aug 1965 (Embarked Galveston)  
20-26 Aug 1965 (Embarked Bayfield)  
Underwater Demolition Team 12 Det 8  
18-23 Jul 1965; 3-6 Aug 1965; 19-29 Aug 1965; 30 Aug-9 Sep 1965; 22 Sep-2 Oct 1965; 27-31 Oct 1965  
Utility Squadron 21 (Japan Det)\*  
4 Jul-31 Dec 1965  
\* Only aircrew personnel involved in direct support of military operations and entering the combat zone after 3 Jul 1965.  
\*\* Only those personnel actually serving in entitlement area during period listed.

## Eligible for AFEM, NEM or VSM? Here Are the Rules

**Y**OU KNOW that you were where the action was, but how do you prove it? And if so, do you rate a medal?

It all depends. Details of eligibility for the medals listed on adjacent pages tend to become somewhat technical at times. To let you know just where you stand, here are the pertinent eligibility requirements of each.

### Armed Forces Expeditionary Medal

Authorized by Executive Order 10977, 4 Dec 1961.

**Eligibility Requirements**—Awarded to personnel of the armed forces of the United States who after 1 Jul 1958:

- Participate, or have participated, as members of United States military units in a United States military operation in which, in the opinion of the Joint Chiefs of Staff,

personnel of any military department participate in significant numbers.

- Encounter, incident to such participation, foreign armed opposition or are otherwise placed in such position that hostile action by foreign armed forces was imminent even though it did not materialize.

(Only personnel who were attached to one of the ships or units listed in Annex II, List 5 of the *Navy and Marine Corps Awards Manual* (NavPers 15790) and SecNav Notices 1650 at some time during the respective periods shown, and who actually participated in the given operation, are eligible for the award.

(Members of rear echelons, transients, observers and personnel assigned for short periods of TAD are normally not eligible for the award. However, consideration will be given in those instances where the local commander certifies to a particular

and significant contribution by an individual).

**Categories of Operations**—The AFEM may be authorized for three categories of operations:

- United States military operations.
- United States operations in direct support of the United Nations.
- United States operations of assistance for friendly foreign nations.

**Degree of Participation**—Personnel must be bona fide members of a unit engaged in the operation, or meet one or more of the following criteria:

- Serve not less than 30 consecutive days in the area of operations.
- Engage in direct support of the operation for 30 consecutive days or 60 non-consecutive days, provided such support involves entering the area of operation.
- Serve for the full period when

an operation is of less than 30 days.

- Engage in actual combat, or duty which is equally as hazardous as combat duty, during an operation against armed opposition, regardless of the time in the area.

- Participate as a regularly assigned crew member of an aircraft flying into, out of, within, or over the area in support of the military operation.

- Be recommended, or attached to a unit recommended, by the Chief of Naval Operations or the commander of a unified or specified command for award of the medal, although the criteria above may not have been fulfilled.

**Operations**—The following operations have been designated by the Joint Chiefs of Staff as qualifying for the award:

| U. S. Military Operation | Date                      |
|--------------------------|---------------------------|
| Berlin                   | 14 Aug 1961 to 1 Jun 1963 |
| Lebanon                  | 1 Jul 1958 to 1 Nov 1958  |
| Qemay and Matsu Islands  | 23 Aug 1958 to 1 Jun 1963 |
| Taiwan Strait            | 23 Aug 1958 to 1 Jan 1959 |
| Cuba                     | 24 Oct 1962 to 1 Jun 1963 |

| U. S. Operations in Direct Support of the United Nations | Date                      |
|--|---------------------------|
| Congo*   | 14 Jul 1960 to 1 Sep 1962 |
| Congo*   | 23-27 Nov 1964            |

| U. S. Operations Assisting Friendly Foreign Nations | Date                                 |
|---|--------------------------------------|
| Laos  | 19 Apr 1961 to 7 Oct 1962            |
| Vietnam   | 1 Jul 1958 to a date to be announced |

\* These are separate operations and a bronze star is authorized for those who participated in both Congo operations.

Ships and units which are present in an area solely for training purposes are not eligible.

The medal will be awarded only for operations for which no other U. S. campaign medal is approved. It will not be issued for service performed in Vietnam on or after 4 Jul 1965.

A 3/16" bronze star is worn on the suspension ribbon of the medal and on the ribbon bar for participation in each area of operation. Participation in two or more engagements within the same operation does not qualify for the bronze star.

Authorization and administrative details may be found in SecNav Inst P1650.1C, Change 2.

### Navy Expeditionary Medal

Authorized by General Order 64, of 13 May 1935.

**Eligibility Requirements**—Awarded to Navy personnel who shall have actually landed on foreign territory and engaged in operations against

armed opposition, or operated under circumstances which merit special recognition and for which no campaign medal has been awarded.

Annex II, List 4, of SecNav Inst P1650.1C contains the basic list of expeditions. In addition, the following expeditions are added:

| Place                                     | Date                       |
|---|----------------------------|
| Cuba<br>(Guantanamo Bay and other points) | 3 Jan 1962 to 23 Oct 1962  |
| Thailand                                  | 16 May 1962 to 10 Aug 1962 |

Personnel who were attached to any of the ships or units listed in enclosure 1 of SecNav Notice 1650 (2 Mar 1966) and in enclosure 1 of SecNav Notice 1650 (23 Mar 1966) at any time during the respective periods shown, and who actually participated in the action or service for which the Navy Expeditionary Medal was awarded, are eligible.

Members of rear echelons, transients, observers, and personnel assigned for short periods of TAD are normally not eligible. However, in the event that an individual in one of these categories made a particular and significant contribution, consideration will be given to his eligibility by the Chief of Naval Personnel.

Eligibility of unit commander, staff, and embarked aircraft units for the medal is determined by the eligibility of the ships in which they were embarked.

Marine Corps personnel who may have served with any of the Navy ships or units listed during the periods shown are eligible for the Marine Corps Expeditionary Medal.



**STAR SALUTE**—Paul Hinojos, HN, salutes after receiving Bronze Star Medal for bravery in Vietnam action.

### Vietnam Service Medal

Authorized by Executive Order 11231, 8 Jul 1965.

**Eligibility Requirements**—Awarded to members of the armed forces who have served at any time between 4 Jul 1965 and a terminal date to be announced in Vietnam or air space or contiguous waters (defined in SecNav Notice 1650 (3 Mar 1966)). Specifically, the following conditions apply:

**Permanent Duty**—Attached to and regularly serving with a ship or unit participating in or directly supporting military operations in Vietnam.

**Temporary Duty**—Service for 30 consecutive days or 60 non-consecutive days in Vietnam or contiguous areas, except that the time limit may be waived for personnel who have participated in actual combat operations.

Determination of eligible ships and units will be made by delegated commands who will authorize the issuance and wearing of the medal or ribbon. Lists of eligible ships and units with dates of participation will be issued from time to time, and will be incorporated in SecNav Inst P1650.1C in later changes. Eligibility will be based upon:

**Shore Duty**—Service for one or more days with a unit participating in or directly supporting military operations.

**Sea Duty**—Service for one or more days on board a ship directly in or directly supporting military operations. (Service with staffs or units embarked in a ship during a period for which that ship is eligible automatically qualifies for the Vietnam Service Medal).

**Air Duty**—Actual participation as a crew member in one or more aerial flights into air space above Vietnam or contiguous waters directly supporting military operations.

All members of the armed forces of the United States serving at any time in Vietnam, contiguous waters, or air space, between 1 Jul 1958 and 3 Jul 1965 inclusive, who earned the Armed Forces Expeditionary Medal for such service, may be issued the Vietnam Medal in lieu of the Armed Forces Expeditionary Medal. *No individual may be issued both medals for service in Vietnam.*

No person will be entitled to more than one award of the Vietnam Service Medal. There is no authorization to wear a device with the medal to indicate battle action.



## A Ton of Medals

In what turned out to be a mass production ceremony, Rear Admiral James R. Reedy presented 247 medals to members of Attack Carrier Air Wing 11 for combat missions flown over Vietnam.

Two pilots were given Distinguished Flying Crosses. Commander Henry M. Dibble, commanding officer of Attack Squadron 113, was cited for directing an air strike and coordinating a bombing attack on the Uong Bi thermal power plant.

Lieutenant Commander Gerrald R. Tabrum, of Attack Squadron 115, won his medal for suppressing hostile forces during the rescue of a downed Air Force pilot in the Gulf of Tonkin.

Seven Navy Commendation Medals were presented to pilots from Attack Squadrons 113 and 115 and Fighter Squadron 213 for their participation in the same rescue mission.

In addition, 74 Air Medals, 163 Gold Stars in lieu of additional Air Medals and one Silver Star in lieu of a sixth Air Medal were presented to other members of the air wing. The citations were for missions in support of combat operations from 20 January to 2 Feb 1966.

## PacFlt Awards

During an 18-day period this spring, Navymen and Marines in PacFlt commands received more than 240 medals and awards. Three men were recipients of the Silver Star, the Nation's fourth highest decoration.

Two of those who received the Silver Star were Lieutenant (jg) Harvey M. Browne, Jr., and Lieutenant (jg) Paul G. Giberson, both aviators of Attack Squadron 52 aboard *uss Ticonderoga* (CVA 14). The third was Marine Gunnery Sergeant Donald L. Ballew, an advisor serving with the Republic of Vietnam Army.

Other awards and decorations included 13 Distinguished Flying Crosses, one gold star in lieu of a third DFC, eight Bronze Star Medals with combat "V", one Bronze Star medal, six Legions of Merit, 13 Air Medals, three silver stars in lieu of additional Air Medals, 19 gold stars in lieu of Air Medals, 63 Navy Commendation Medals with combat "V", 37 Navy Commendation Medals, 38 Secretary of the Navy Commendations for Achievement,



**AIDING INJURED** crewman of fishing vessel earned Coast Guard Commendation for John F. Crowell, HM3.

and 45 Letters of Commendation from the Commander in Chief, U. S. Pacific Fleet.

## Vietnam Combat Awards

Naval personnel have received an estimated total of 11,537 medals and awards for action in Vietnam.

The breakdown below lists the various awards and the total number of Navy recipients up through the end of April 1966:

|                                     |               |
|-------------------------------------|---------------|
| Navy Cross                          | 4             |
| Distinguished Service Medal         | 1             |
| Silver Star Medal                   | 31            |
| Legion Of Merit                     | 43            |
| Distinguished Flying Cross          | 262           |
| Navy and Marine Corps Medal         | 7             |
| Bronze Star Medal                   | 158           |
| Air Medal                           | 8,500         |
| Navy Commendation Medal             | 1,906         |
| SecNav Commendation for Achievement | 625           |
| <b>Total</b>                        | <b>11,537</b> |

## Montrose Wins Medals

The attack transport *uss Montrose* (APA 212) returned home from WestPac with medals and citations for 25 of her crew. During her eight-month deployment, *Montrose* participated in five amphibious assaults, including Blue Marlin, Dagger Thrust, Harvest Moon, and Double Eagle, against the Viet Cong.

The Navy Commendation Medal was awarded to the commanding officer, Captain Robert Juarez, for his handling of *Montrose* in combat. Commendation medals also went to Lieutenant (jg) John M. Ellis, and Boatswain's Mate First Class William G. Forrest, for decisive action dur-

ing an amphibious landing emergency.

Four *Montrose* Navymen received the Secretary of the Navy Commendation for Achievement ribbons, and 18 others received Letters of Commendation from the Commander in Chief, U. S. Pacific Fleet.

## Honored by Coast Guard

Not many Navymen wear Coast Guard medals, but when they do you can bet there's a story behind it.

Such is the case with John F. Crowell, HM3, who took part in a Coast Guard rescue operation last summer. Here's the story:

On 24 Jul 1965, a civilian fishing boat was destroyed by a torpedo dredged up by its nets 40 miles off the South Carolina coast. Three survivors were taken aboard another fishing vessel.

Crowell was on duty at Naval Air Station, Oceana, Va., when a request came for medical personnel. The mission involved a hazardous overwater night flight under heavy haze conditions.

Despite the fact that he had never flown before, Crowell volunteered. He was flown to *uscg Point Thatcher* by a Coast Guard helicopter, and lowered to the cutter by a sling. He was then transferred to the fishing vessel.

Crowell treated the injured men, and continued to care for them until the boat reached port.

For his part in the inter-service mission, Crowell received the Coast Guard Commendation Medal at the Naval Medical Center, Bethesda, Md., where he is now serving.

## Meyerkord Named for Hero

A new destroyer escort, scheduled for launching in mid-1967, will bear the name of a naval officer killed in action in Vietnam. It will be named *uss Meyerkord* (DE 1058).

Lieutenant Harold D. Meyerkord, USNR, Senior Naval Advisor to the Vietnamese Navy's River Force, was killed 16 Mar 1965, while leading a patrol into insurgent territory.

Caught in a heavy ambush in which he was wounded by the first fusillade from the Viet Cong, he was reported to have returned their fire at point-blank range until he was killed. He was awarded the Navy Cross and the Air Medal posthumously. He had been awarded two Purple Hearts for wounds in November 1964 and January 1965.

# DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ **ELLIS RAYMOND**, Lieutenant, USN, posthumously, as advisor to the 27th River Assault Group, Vietnamese Navy, in the hostile area of Dinh Tuong Province, Republic of Vietnam. Lt Ellis assisted in planning and executing the attack on a heavily fortified Viet Cong stronghold. During the assault, as enemy fire increased in volume and accuracy, he continually exposed himself to this fire while calling for air support and artillery bombardment. He personally maintained the integrity of the force by preventing the command craft from grounding. He was mortally wounded by hostile fire while attempting to replace the fallen gunner of an automatic weapon. LT Ellis, by his leadership, courage and devotion to duty, upheld the highest traditions of the U. S. Naval Service.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States..."

★ **DUNSMORE, ALAN L.**, Lieutenant, USN, from January 1964 to February 1966 while serving in the Fleet Support Unit, Office of Naval Intelligence, for his work in the development of sensors for surface ships and submarines.

★ **JOHNSON, RALPH C.**, Rear Admiral, USN, from September 1963 to April 1966 as Deputy Chief, Navy, Headquarters, Defense Atomic Support Agency, in Washington, D. C., and as Commander Field Command, Defense Atomic Support Agency, Sandia Base, Albuquerque, N. M. His aggressive promotion of a policy of maximum support to the service and national agencies resulted in a coordinated advancement in the development and distribution of nuclear weapons and material. He instituted improvements from which substantial monetary and personnel savings will accrue. Admiral Johnson's participation in civic and military relationships foster-

ed a highly favorable climate of understanding and cooperation between local officials and the military community.

★ **TYREE, JOHN A., JR.**, Rear Admiral, USN, As Deputy Commander Submarine Force, Atlantic Fleet, from 25 Aug 1964 to 22 Apr 1966, with additional duty as Commander Submarine Flotilla Two. RADM Tyree has been directly responsible for the logistic support functions of the Submarine Force, Atlantic Fleet. In this capacity, he has made possible the reliable operation of large numbers of submarines from both continental bases and overseas sites on a continuing basis. In particular, he has been outstandingly successful in managing the *Polaris* submarine refit schedules, involving nuclear-powered SSBNs.

Gold Star in lieu of Second Award

★ **MAZZONE, WALTER F.**, Captain, MSC, USNR, from 1 February to 31 Oct 1965 as the senior physiologist during Project Sealab II. Responsible for the physiological investigations and the decompression of the aquanauts after their return to the surface, CAPT Mazzone personally subjected himself to all experimental conditions and insured that all aquanauts could be safely decompressed. His exceptional knowledge of physiology and the requirements for saturation diving practices was superbly demonstrated.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

★ **DOUGHTIE, CARL L.**, Lieutenant (jg), USN, posthumously, as pilot of an aircraft in Attack Squadron 25, aboard USS *Midway* (CVA 41), during operations against enemy aggressor forces in North Vietnam on 10 Jun 1965. Participating in a mission against the Than Hoi power plant, LTJG Doughtie pressed home damaging attacks in the face of heavy and accurate anti-aircraft fire, which ultimately cost him

his life. His airmanship, courage and devotion to duty were in keeping with the highest traditions of the U.S. Naval Service.

★ **MUNRO, WILLIAM S.**, Lieutenant Commander, USNR, as pilot of a UH2A helicopter in Helicopter Support Squadron Two, Detachment 59, embarked in USS *Forrestal* (CVA 59), during a rescue flight performed on the morning of 15 Jan 1966. While on a mission to assist survivors of a VC-47 aircraft which crashed in Greece on the slopes of Mount Helmos at an elevation of 7680 feet, LCDR Munro made three landing attempts on the snow- and ice-crusted surface in the face of high winds and severe turbulence before he was finally able to maneuver his helicopter to a safe landing in a small snow-covered area bordered by an ice cliff and a sheer bluff. After evacuating a survivor of the crash to safety, he returned to the rescue scene and made another landing to pick up rescue personnel.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ **BEAVER, ROBERT E. H. C. L.**, Shipfitter 3rd Class, USN, while serving aboard USS *Betelgeuse* (AK 260) at a shipyard in Mt Pleasant, S. C., on the morning of 7 Jan 1966. Upon being told that two men had been overcome by fumes while working in the tank of a jet fuel barge drydocked in the shipyard, Beaver donned an oxygen breathing apparatus (OBA) and climbed into the tank to rescue one of the victims. Through his prompt and courageous actions in the emergency situation, Beaver was directly responsible for saving a life.

★ **BOURGUIGNON, DONALD K.**, SA, USNR, for heroism on the afternoon of 20 Oct 1965 in connection with an automobile accident on U.S. highway 101 between Oceanside and Carlsbad, Calif. Upon learning that an automobile had plunged over an embankment into the murky waters of a lagoon, Bourguignon and a companion leaped from their car, ran down the bank and dived into the lagoon. After one unsuccessful attempt to locate any occupants of the vehicle, they dived beneath the surface a



second time and located an elderly woman in the front seat of the wreckage. Surfacing with the unconscious vietim, they brought her to the shore where a physieian who had arrived on the scene revived her. Through his prompt and heroic actions in the face of great personal risk, Bourguignon was directely instrumental in saving a life.

★ COLLIER, EDGAR C., Mineman 2nd Class, usN, for heroism on 10 Sep 1965 in performing diving operations under extremely hazardous conditions in the Mississippi River while searching for a ehlorine-laden barge which sank near Baton Rouge, La., during Hurricane Betsy. Petty Officer Collier completed numerous dives despite zero visibility in the turbulent river, which flowed with a six-to seven-knot-current and was filled with surface and subsurface debris. He made positive identification of the sunken contacts, thereby expediting the search operation. His personal courage and sense of duty contributed significantly to the removal of a serious threat to the lives of Baton Rouge residents.

★ CRETE, ADRIEN A., Machinist's Mate Fireman Apprentice, usN, for heroism on 10 Sep while serving on board uss *Robert A. Owens* (DD 827), moored with uss *Waldron* (DD 699) alongside to starboard. When a shipmate fell from a ladder, striking his head on the deck edge of a ship moored alongside *Owens*, and fell uneonseious into the water between the two ships, Crete leaped into the water, dived beneath the surface and succeeded in locating the unconseious man. After bringing him to the surface, Crete wedged himself between the two ships and held the victim's head above water until assisted by others in completing the reseue. Through his prompt and courageous action in risking his life to save that of another, Crete upheld the highest traditions of the U.S. naval service.

★ FAHSL JOHN J., Ensign, usN, for rescuing a three-year-old boy from a fire in an Aurora, Colo., home on the afternoon of 16 Dee 1965. Observing heavy smoke billowing from the windows of a neighborhood dwelling, ENS Fahsl rushed to the scene and was informed that a small child was still in the burning building. Unsuccessful in his attempts to gain entrance through the rear basement door because of heavy smoke and flames, Fahsl dashed to the front of the house, jumped through a broken window, and crawled through the smoke- and flame-filled basement until he succeeded in locating the child. Fahsl brought the boy back to the broken window and handed him to a policeman on the outside. By his

prompt and courageous actions in risking his own life to save another, ENS Fahsl upheld the highest traditions of the U.S. Naval Service.

★ SWENSON, DAVID C., Seaman, usN, for heroism on the afternoon of 3 Sep 1965, while serving aboard uss *Shangri La* (CVA 38). Finding that a shipmate had fallen unconscious to the deck of a void which contained insufficient oxygen for survival, Swenson unhesitatingly descended into the void without the aid of safety equipment and attempted to rescue the victim. Although unsuccessful because he was almost overcome, Swenson, by his prompt and courageous actions in the face of great personal risk, upheld the highest traditions of the U.S. Naval Service.

★ VANDENBROCK, NICK, JR., Shipfitter 3rd Class, usN, for heroism on the afternoon of 20 Oct 1965 in connection with an automobile accident on U.S. Highway 101 between Oceanside and Carlsbad, Calif. Upon learning that an auto had plunged over an embankment into a lagoon, Vandebrook and a companion leaped from their ear, ran down the bank and dived into the lagoon. After one unsuccessful attempt to locate any occupants of the submerged vehicle, they dived beneath the surface a second time and succeeded in locating an elderly woman in the wreckage. They brought the unconscious victim to shore, where a physician revived her. Through his prompt and heroic actions in the face of great personal risk, Vandebrook was directly instrumental in saving a life.



"For heroic or meritorious achievement or service during military operations . . ."

★ BENNETT, DANIEL J., Hospital Corpsman 3rd Class, usNR, posthumously while serving as a medical corpsman in Marine Medium Helicopter Squadron 365 in the Republic of Vietnam on 12 Jul 1965. Bennett participated in an emergency medical evacuation and troop withdrawal of an isolated U. S. Marine patrol that had been ambushed and surrounded at night. In the face of heavy enemy ground fire, unknown conditions in the landing zone and lack of visibility, he remained at his post, helping the wounded into the aircraft, tending their wounds and providing for their comfort. Through his skill, courage and devotion to duty, Bennett played a vital role in the successful completion of the mission. The Combat Distinguishing Device is authorized for the medal.

★ HINOJOS, PAUL ROCHA, Hospitalman, usN, in connection with operations against insurgent communist forces while serving with Company C, First Reconnaissance Battalion at Chu Lai, Republic of Vietnam. During the afternoon of 16 Oct 1965, a seriously wounded Marine returned to the Company area from a patrol Hinojos administered medical aid to the wounded man. Later in the afternoon, the Company base camp was subjected to intense enemy small arms fire. Disregarding his own safety, Hinojos shielded the wounded Marine from the fire with his own body until the firing stopped. Observing that another Marine was seriously wounded during this encounter, Hinojos immediately went to his aid, and, working with a fellow corpsman, treated the wounded Marine. Throughout the remainder of the day and night, Hinojos displayed exceptional devotion to duty and concern for his comrades as he tirelessly attended to the needs of the wounded. His courageous actions and inspiring devotion to duty throughout were instrumental in saving the lives of two Marines and were in keeping with the highest traditions of the U.S. Naval Service. The Combat Distinguishing Device is authorized.

★ STILES, CHARLES W., Hospital Corpsman 2nd Class, usN, posthumously, in connection with operations against enemy aggressor forces in South Vietnam while serving with a Marine infantry company on 29 Jun 1965. When two Marines were wounded while attempting to repair their amphibious tractor during a search and destroy operation, Stiles unhesitatingly left his position of safety inside the tractor to render aid. As he finished treating the two casualties, another Marine was wounded a short distance away. While responding to the call for a corpsman, Stiles was fatally wounded by a sniper's bullet. His outstanding courage and selfless devotion to duty were in keeping with the highest traditions of the U.S. Naval Service. The Combat Distinguishing Device is authorized.

Gold Star in lieu of Second Award

★ Bennett, Daniel J., Hospital Corpsman 3rd Class, posthumously, while participating in a medical evacuation of wounded U. S. Marine and Navy personnel on 17 Jul 1965. Bennett, despite the heavy fire in the landing zone, left his aircraft and helped the wounded aboard. After ensuring that all the wounded were safely aboard, he climbed into the aircraft. While tending the wounded and preparing for takeoff, Bennett was fatally wounded by hostile fire. In sacrificing his life to provide safety and comfort for his wounded comrades, Bennett upheld the finest traditions of the U. S. Naval Service. The Combat Distinguishing Device is authorized for the medal.

# TAFFRAIL TALK

SOME TIME BACK Thad H. Waring, YN1, USNR, sent in the following item which we've been holding for the appropriate moment.

"For what it's worth," he says, "I'm submitting this anonymous bit of stuff and things."

According to his letter, an Edinburgh lawyer unearthed a contract from an old deed box, outlining the duties of wife to husband and those of husband to wife, as drawn up by a seafaring man who wanted his marriage to be all shipshape and Bristol-fashion. Here it is:

Having also read to her the Articles of War, I explained to her the conditions under which we were to sail in company on life's voyage, namely:

- She is to obey signals without question when received.
- She is to steer by my reckoning.
- She is to stand by as a true consort in foul weather, battle or shipwreck.
- She is to run under my guns if assailed by picaroons or privateers.
- I am to keep her in due repair and see that she hath her allowance of coats of point, streamers and bunting, as befits a saucy craft.
- I am to take no other craft in tow, and if any be now attached to cut their hawsers.
- I am to revictual her day to day.
- Should she chance to be blown on her beam ends by wind or misfortune, I am to stand by her and see her righted.
- I am to set our course for the Great Harbor in the hope that moorings and ground to swing may be found for two well-built craft when laid up for eternity.

How's that for an even-keeled approach to the subject of matrimony?

★ ★ ★

Bicycles are the most common form of wheeled transportation found in The Netherlands, Belgium, Denmark, and Moffett Field, Calif.

Yes, you read it right. Moffett is a big base, and sailors stationed there with Naval Air Transport Wing Pacific have found the bicycle to be a great saver of shoe leather.

Air Transport Squadron Eight, the maintenance squadron for the Wing, began the trend by supplying its men with 50 of the man-powered vehicles for quick, economical shuttling between its extensive facilities.

The idea caught on, and now Navymen of all ranks and ratings have begun adding to the number of bikes on the base by bringing their own from home (wailing kids notwithstanding).

The mounts in use on the base come in many shapes and sizes. They range from the stark but sturdy models issued by the command; to lightweight, multigear foreign models; to ancient, broken-down survivors of a forgotten corner of the garage.

VR 8, being a maintenance squadron, has assigned a man to repair and inspect the vehicles, same as any other valuable piece of equipment. He has been issued the necessary tools and equipment to rebuild damaged or worn bikes, and his parts inventory is extensive.

These bike-riding Navymen believe their return to self-propulsion is the greatest thing since the automobile.

It remains to be seen what the old-fashioned motorists on the base think of the idea when they get trapped in an Amsterdam-like sea of velocipedes.

*The All Hands Staff*

## The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● **AT RIGHT: COMING OUT**—An S-2D Tracker spreads its wings in readiness to launch from USS Hornet (CVS 12) for antisubmarine exercises in the Sea of Japan.





**FLEET PORTRAIT...**



**...SIDEBOYS REFUEL**



D 208.31

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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

STUDENTS of the SEA



This magazine is intended  
for 10 readers. All should  
read it as soon as possible.

COPY ALONG

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SEPTEMBER 1966







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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NUMBER 596

## ALL HANDS

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The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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• FRONT COVER: MAKING LIKE A FISH—Students at Navy's diving school, Subic Bay, Philippines, swim a few feet below the surface of the water while receiving instructions in the use of Scuba diving gear.—Photo by William M. Powers, PH1, USN.

• AT LEFT: SUNSET AT SEA—Crewmember of guided missile cruiser USS Providence (CLG 6) watches the setting sun and task force team member during operations at sea.—Photo by Jerry Young, PH1, USN.

• CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



# AT HOME

MAN IN THE SEA project will extend ability to work below at greater depths for longer periods of time. Here an aquanaut works during Project Sealab II.

**T**HE BOTTOM is a long way down. Dark, with crushing pressures and occasional examples of evolutionary dead ends. It's called hydro-space. It is that portion of the ocean which lies beyond the 150-fathom limit. Building the equipment to conquer it is the purview of the oceanographic engineer, an entirely new breed.

The oceanographic engineer may hold his degree in oceanography, but more likely it will be in engineering, chemistry, geology, biology or physics. He is concerned with the deep ocean as an area of accomplishment, not of pure study and observation. His job is deep-water salvage, rescue, maintenance, perhaps construction.

His field is represented by the DSV, the deep submergence vehicle. These craft, such as *Alvin*, are the deep-sea equivalent of an astronaut's space capsule. Far below the hard-hat diving limit, they keep the aquanaut alive and, by means of mechanical arms, enable him to do useful work. *Alvin*, sponsored and funded by the Office of Naval Research and operated under contract by the Woods Hole Oceanographic Institution, is the first of a family of deep oceanographic research submarines planned by the Office of Naval Research. These research vehicles will provide dramatic new tools for the exploration of inner

space. They are the mechanically sophisticated descendants of *Trieste*, which was purchased and brought to this country by the Office of Naval Research as part of its early pioneering efforts to increase man's knowledge of the deep ocean environment.

In 1960, there were only four

## The Underseas Challenge

Navy Secretary Paul H. Nitze has restated that ocean exploration and exploitation offers a challenge as great as that posed by current exploration of outer space.

He said this will ultimately require a national effort and expenditure on a comparable scale.

Citing past undersea programs and achievements as "dramatic," he said the Navy will require improved capabilities in its undersea strategic forces, antisubmarine warfare forces, and undersea search and recovery.

These improvements, he said, depend largely on the national ability to discover and exploit new ocean science knowledge, and success in developing new and relevant ocean technology.

Secretary Nitze said "we must make certain" the United States, through both public and private enterprise, leads the world in working toward understanding and controlling the ocean depths.

such vehicles in existence, and only one (*Trieste I*) could penetrate beyond 1000 feet. Before this year is out, there will probably be more than 25. In the past six years oceanographic engineering and the exploration of hydrospace has assumed extreme national importance.

The history of oceanography is strewn with ambitious plans for deep sea engineering, but it has only been in the past few years that such plans have become at all feasible. Technological advancements following World War II, primarily in the fabrication of stronger materials, are basically responsible for the recent breakthroughs in deep sea engineering. These same advancements have made deep water operations an element to be considered in national security.

Until recently, for example, submarine collapse depths were relatively shallow. With recent advances, however, the limits of modern submarines have been constantly pushed downward. As a result, submarine rescue capabilities must also be increased.

The sinking of the submarine *USS Thresher* (SSN 593) 10 Apr 1963 in 8400 feet of water was the event which led to greater intensity in underwater engineering. Attempts at search and recovery were hampered by weather problems and lack of a deep water vehicle which was actually capable of working in extreme depths.

A few months after *Thresher's* loss, a group of Navy scientists and engineers met to study the situation and recommend a naval deep-sea engineering development program.

In June of 1964 the Special Projects Office was named to carry out the advisory group's recommendations and, as a result, the Deep Submergence Systems Project was established. The choice was a logical one. The Special Projects office had originally been established to develop the *Polaris* weapons system. Oceanographic engineering was to be a priority project.

The deep submergence program had four objectives. First of these was to devise the means to rescue men from submarines from any depth



# IN HYDROSPACE

in which there existed a possibility of survivors. Second was the development of a vehicle to investigate the ocean's bottom, locate objects and retrieve objects of relatively small size. Third, a different vehicle was to be developed, along with methods of recovering large objects, including intact hulls as large as 1000 tons. The fourth, titled the Man in the Sea project, was to extend man's ability to work in the sea at greater depths for longer periods.

Although the *Thresher* tragedy was the incident which prompted the Navy to establish a specific program for the development and procurement of the hardware necessary to do useful work at great depths, it

was recognized that it might be many years—hopefully never—before a similar incident might occur. Therefore, they set about designing a vehicle which would be used as a research and salvage vessel, but with a submarine rescue capability.

**T**HE CONCEPT presented problems.

The combination rescue, engineering and salvage vehicle would have to be capable of operating on the continental shelf and the slope beyond. It would need a minimum endurance of 14 to 16 hours, permitting eight hours of effective work, four hours of reserve, and the rest for transit. A power supply was needed which could be exchanged

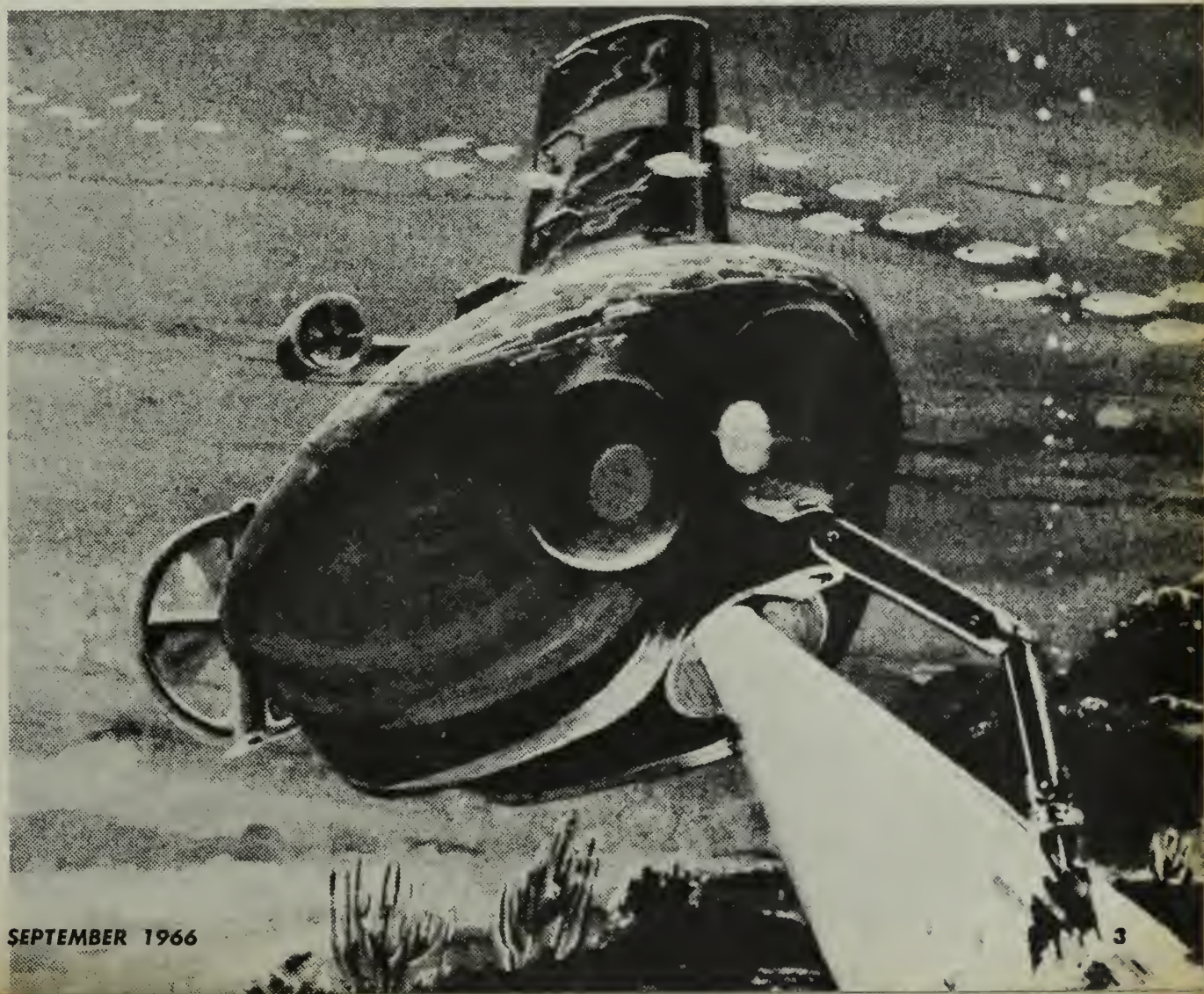
or recharged in a short time so that the vehicle, with crew and power replenished, could promptly resume its job.

In addition, there must be enough room to rescue at least a dozen submariners on each trip, a requirement which compounds the problem of the pressure hull. And reliability must be absolute.

On 14 April, the designs were finished. The Navy now has a prototype of the combination vehicle on order.

The first, of a planned fleet of six vehicles, is scheduled for delivery in 1968, and will be capable of submerging to 3000 feet to clasp onto the escape hatch of a sunken sub-

**DEEP DIVER**—Artist's conception shows small sub exploring ocean bottom with mechanical arm to retrieve objects.







**SEA SAUCERS TOO**—Deep submergence men have "flying saucers" too. Here, Cousteau Diving Saucer goes to sea to participate in a Navy project.

marine. By making several trips it can remove the entire crew.

The rescue craft (unnamed as yet) will be 44 feet long, eight feet in diameter, and weigh 25 tons. It will be able to operate underwater for 12 hours traveling at six miles per hour, without resurfacing. It will be equipped with a mechanical arm which will be able to use several tools and will be able to lift a 50-pound weight. In a rescue situation the vehicle could operate from a surface ship or be carried on the deck of a nuclear submarine for use in any kind of weather or under ice.

It will be light enough to be transported quickly aboard a C-141 aircraft, and thus will be available in an emergency almost anywhere in the world in a matter of hours. While the DSV waits for an emergency which may never come, it will

be used for undersea research.

That segment of Deep Submergence which deals with the salvage of large and small objects from very deep depths borders on science fiction. Present specifications for such vehicles require that they be able to descend — safely — to 20,000 feet. This depth would cover about 98 percent of the ocean's floor.

Pressure increases with depth at the rate of 44 pounds per square inch for each hundred feet. At 20,000 feet, the engineering vehicle would be clamped by more than four tons of pressure for each square inch of its surface. Currents, though sluggish, are forceful — under the extremely high pressures a leisurely current can be as irresistible as winds of several hundred mph.

Problems of locating objects, hindered by the darkness of the

deep sea, are compounded by heavy sediment suspended in the water and reflecting spotlights back into the eyes of the underwater worker. Sonar, the X-ray eyes of the underwater sailor, may behave in strange ways under such conditions.

**T**HE PROBLEMS of deep sea environment, though bizarre, are not by any means insoluble. *Trieste* has dived some 36,000 feet and, though this craft is of limited use for engineering projects, the fact that it survived such depths suggests that success in the deep submergence project is possible.

Several alloys capable of withstanding the pressures are now available, and there is a strong possibility that specially treated glass may one day be used as hull material (see *ALL HANDS*, February 1965).

Long before an engineering vehicle is available for large-scale work in the deepest areas, many of the problems involved in operations on the continental shelves will almost certainly have been solved. The Man in the Sea program will almost certainly extend the long arm of oceanographic engineering to the 150-fathom mark. Below that, to perhaps six to eight thousand feet, medium depth vehicles will take over.

*Alvin* is probably one of the best known vehicles of this type. This is the Navy's new oceanographic research submersible which is, in many ways, typical of the newer (since 1960) models of manned deep submergence vehicles.

*Alvin* is capable of diving to 6000 feet, which means that its crew must be protected from external pressures as great as 2600 pounds per square inch. The two-man crew is protected by a spherical cabin, made of high-strength steel over an inch thick. Encased in this 80-inch cabin, the crew peer at their work through small ports. It is powered by battery and designed for a top speed of three knots, although its cruising speed is 1.5. At its most efficient speed, 1.5 knots, its power supply will last for about eight hours.

*Alvin's* teardrop shaped outer hull is deceptive — merely thin fiber glass which serves to streamline the vehicle and to protect its delicate equipment from bumps. Vents allow the pressure inside the thin outer hull to equalize as the sub changes

### **Six Deep Submergence Vessels On the Way**

The first of the six personnel rescue vessels ordered by the Navy is scheduled to be completed by early 1968. Information learned from the design and construction of the prototype will be applied to the later vessels.

This step marks the first phase of the development of an operational submarine location, escape and rescue system under the direction of the Deep Submergence Systems Project.

The prototype will be able to operate at depths of approximately 3000 feet, and will be capable of submerged operations for 12 hours at three knots. Maximum speed for

the vessel will be five knots.

The vehicle will be 44 feet long, eight feet in diameter and weigh approximately 25 tons. This size and weight will permit it to be carried, ready for operation, in a C-141 aircraft. A major design consideration of the vehicle is that it be capable of transportation by air to a submarine disaster anywhere.

In a rescue situation, the vehicle would be capable of operating from a surface ship or carried on the deck of a nuclear submarine, thus permitting it to operate in any kind of weather or under ice.

It is anticipated the six vehicles will be completed by 1970.



levels. Within this streamlined hull are various small spheres and pressure compensated containers which house its batteries, propulsion system and instrumentation.

**A**S IS ALWAYS the case in any deep submergence vehicle, a good deal of work went into safety devices and escape systems. Though rated for 6000-foot dives, the hulls protecting the occupants and equipment would not collapse until a considerable distance below that depth. Should all other systems fail, the crew may mechanically unfasten the sphere from the rest of the vehicle and stand by for a wild, fast ride to the surface. Should its mechanical arm become entangled *Alvin*, lobster-like, can leave it on the bottom.

While probing around the bottom, *Alvin* is maneuvered by means of its tail propeller and two smaller props amidships, all three of which may be tilted or tipped to direct their force. For search operations, the vehicle is equipped with a scanning sonar, television and, for close-up work, spotlights.

Other Navy deep ocean projects include the construction of *uss Dolphin* (AGSS 555), a large under-sea vehicle which will be used to help evaluate new deep ocean ASW weapons and detection systems, as well as furnish knowledge toward the design of better, deeper diving submarines. Though much information on *Dolphin* is classified, the Navy has released information on its power plants, size and general design.

*Dolphin's* crew of 22 men will work in a cylinder (with hemispheric ends) constructed of HY-80 steel. It will be powered by two diesel electric generators and three silver-zinc batteries, and be controlled by water ballast, rudder and diving planes, and a means of hovering control.

**A**nother Navy vehicle, the *Moray* (TV-1A) is designed for 6000-foot depths and features positively buoyant (without ballast) design. The vehicle bobs to the surface if its power is cut off, and is held down by the same principle that holds a helicopter up. This permits the *Moray* greater mobility and control than that normally attained in vehicles which use ballast.

*Moray* cruises at six knots, has a maximum speed of 15 knots, and

can operate for a maximum of 3.6 hours at six knots. Its crew of two is encased in an aluminum sphere, and another sphere is provided for instruments. The entire vehicle is surrounded by a ring-stiffened fiber glass hull 33 feet in length.

The NR-1 is another Navy submersible presently under construction and, when completed, will be the world's first nuclear-powered deep submergence research and ocean engineering vehicle. The NR-1, whose capabilities to perform oceanographic research and engineering will be of an order of magnitude greater than that of any other vehicle developed or planned to date due to the vastly increased endurance made possible by nuclear power, will be used for detailed studies and mapping of the ocean floor for scientific and engineering purposes.

Responsibility for the design and development of the nuclear propulsion plant for the NR-1, which is currently under construction under a Navy-industry contract at Groton, Conn., has been assigned to Vice Admiral H. G. Rickover, Director, Division of Naval Reactors, U. S. Atomic Energy Commission, and Deputy Commander for Nuclear Propulsion, Naval Ship Systems Command. Design and development of the NR-1's nuclear propulsion plant is being carried out by the Knolls Atomic Power Laboratory, Schenectady, N. Y., under the direc-

tion of and in technical cooperation with the Division of Naval Reactors

Commercially designed, manufactured or under construction deep-water vehicles, some of which have been contracted for by the Navy, include *Aluminaut* (designed to dive to 15,000 feet), the three *Cubmarines* (300 to 1500 feet), *Deep Jeep* (2000 feet), *Deep Quest* (6000 feet), two *Deep Stars* (2000 and 4000 feet), the *Diving Saucer* (1000 feet), the *Dowb* (6500 feet), *Pisces* (5000 feet), *Star I* (200 feet), *Star II* (600 feet) and *Star III* (2000 feet). And, of course, there is *Trieste II*, which reached 36,000 feet in its original configuration and is now rated for 20,000 feet.

—Jon Franklin, JO1, USN



TESTING BELOW—Civilian research submarine *Star I* lands on a simulated hatch during sub rescue tests off Bermuda. Above: View from top of *Trieste*.





FLIP UP—Floating Instrument Platform begins to take on vertical position.

## Flip and Spar:

FROM A DISTANCE the Floating Instrument Platform looks uncomfortably like the vertical stern of a sinking freighter. Appearances are deceiving. Like many recent additions to the oceanographic fleet, *Flip* has two notable characteristics: extreme oddity and extreme usefulness.

*Flip*—and its sister ship (to use the term broadly) *Spar*—was designed to collect information on such phenomena as wave motion, underwater sound transmission, currents and internal waves. Such research leads directly to better ASW weapons and detection equipment, better submarines, and the successful operation of sophisticated oceanographic equipment.

*Flip's* unusual design is well-suited for its mission. In the first place, 300 feet of submerged hull allows oceanographers to position their instruments well below the often-mis-

leading shallow water layer. Secondly, a deep draft combined with a relatively small displacement lends stability—as any observant seaman who has watched a vertical log floating steadily in a choppy sea will testify. The up-and-down motion of *Flip* and *Spar* seldom exceeds one foot per second, even when the seas are heavy.

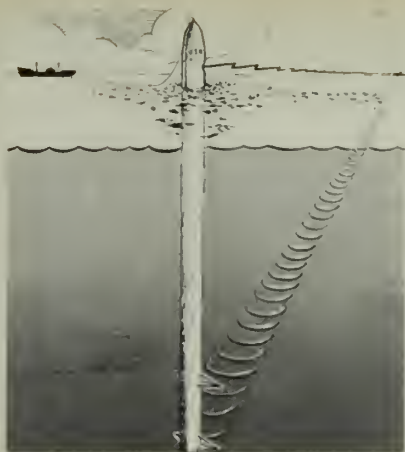
Despite its stability *Flip* is not exactly God's Gift to Seasick Sailors. When the craft is horizontal the crew walks on the walls, while the decks and other equipment remain fastened to the "deck" . . . a situation which would probably nullify the positive advantage of vertical stability.

Of the two instrument platforms, *Flip* was the first to go to sea. It was tested out in Pacific waters in the fall of 1963 and what looked fine on paper worked just as well at sea.

FLIP SHIP—*Flip* is shown (above) in vertical position and (below) as the research ship is towed horizontally to site.







ARTIST'S drawing shows *Spar* sending info to ships. Rt: *Spar* on the way up.

# Bottoms Up!

*Flip* is towed to the area of operation by a tending vessel, and once there is positioned vertically by flooding ballast tanks in the lower portion of the tube. It is usually allowed to float free, its crew operating the instruments which record and transmit the reading of the sensors in the craft's lower section.

*Spar* (Seagoing Platform for Acoustics Research) followed *Flip* to sea one year later. Unlike the first the second platform was designed for operation in the rough Atlantic and was completely automatic or remote controlled.

*Spar*, of course, lacks the working spaces in the upper end. The vessel is essentially a 350-foot compartmented steel tube about 16 feet in diameter and with a displacement roughly comparable to that of a World War II submarine. Ballast and free-flood tanks make up the

interior of its lower 300-foot section, while the upper buoyancy portion contains operating machinery, gyroscopic compasses, recording devices and a radio direction finder.

Hydrophones are attached along the lower 300 feet of the vessel's structure and on protruding outriggers beneath the surface. Other instruments measure water temperature and pressure and the salinity of the surrounding water.

*Spar*, like *Flip*, is towed to its area of operations by a tending ship. Once ballasted, only 50 feet is visible above the surface. Because it is designed to operate for months at a time in the frequently rough seas of the Atlantic, all of its operating instruments are either remotely controlled or fully automatic. Even its running lights are self-controlled, switching on at dusk in response to signals from an electric eye.



LOOK OUT BELOW—*Spar*, used in Atlantic for hydrographic studies, is towed horizontally but works vertically.



# UNREP Today—It's

**T**HE DESTROYER swung away from her gunfire support station off the coast of Vietnam. Her ammunition expended, she headed for the Philippines to reload.

Fiction? Obviously, since underway replenishment is the way it's done these days, and has been since well before World War II.

It's nothing new for our Fleet to operate for months at a time nearly a thousand miles from the closest naval base. But, like most areas of naval operations, the replenishment of our ships at sea has changed a good bit since the old days.

The ships being built to handle the logistics load are certainly different. In fact, they reflect a complete turnabout in replenishment concepts. Previously, when a ship was needed to provide fuel for the combatants, an oiler was built. Likewise, an ammunition or cargo ship. Not any more.

Now, like the modern housewife who gets all of her supplies in one trip to a huge supermarket, a combatant can slip alongside one of several new types of replenishment ships and get just about all the supplies she needs in one load. They're called one-stop replenishment ships. Some of these new resupply ships have been in the Fleet for several years, and lots more will be coming down the ways in the future.



**A**LREADY a part of the Fleet is a new type called Fast Combat Support Ship, designated AOE. The first, *uss Sacramento* (AOE 1) is now on station in the South China Sea, replenishing Seventh Fleet ships in that area. She is a combination of three ships—oiler, stores ship, and ammunition ship—all in one.

*Sacramento's* cargo and stores handling equipment enables her to deliver anything from toothbrushes

to 1000-pound bombs with equal ease and in minimum time. Where three replenishments were formerly necessary, *Sacramento* dishes out the same in one short replenishment.

She's fast, too. With a sustained speed of 26 knots, she can keep up with a carrier task force, operating as an integral part, or steaming close by, waiting for the word to come running with the rations.

*Sacramento* has already made an impression on the ships of the Seventh Fleet. Since her arrival in WestPac, she has been averaging 100 replenishments per month, on a round-the-clock basis, to all types of ships, from the nuclear-powered carrier to the smallest boats patrolling the Vietnam coast. During one such replenishment, she teamed with *uss Enterprise* (CVAN 65) to set a Seventh Fleet record for delivering ammunition—654 tons in one day. The second AOE, *Camden*, is scheduled for commissioning.

Another single-stopper is the AFS, or Combat Store Ship, designed to provide refrigerated stores, dry provisions, technical spares, and general stores all at once. They carry over two-thirds of the cargo usually carried by general stores ships, refrigerated stores ships, and aviation supply ships.

*uss Mars* (AFS 1), and *Sylvania* (AFS 2) are in commission, with a

**UNDERWAY REPLENISHMENT** keeps Navy ships operating at capacity when they are needed to keep sea-lanes open.





# Booming

third due to join the Fleet in December. *Mars* is currently operating with the Seventh Fleet in WestPac.

**S**TILL BEING BUILT is the first AOR, a single-stop replenishment oiler. With a sustained speed of 20 knots, the AOR is meant to replace our older and slower oilers. But that's not all. In addition to its capability as an oiler, the AOR will carry a total of 750 tons of refrigerated and dry provisions, consumables and ammunition, including torpedoes and missiles. This will enable it to handle destroyers and other small ships in one replenishment. The first AOR is scheduled to be launched in July 1967.

When more of these new replenishment ships have joined the Fleet, a task force in the combat zone will be able to be resupplied in four hours, while steaming at speeds up to 20 knots. This speed will diminish the vulnerability inherent in all replenishment operations. The replenishment force itself can consist of one ship, if the task force is small, and will probably need no more than three types of UNREP ships for the largest replenishment.

Not only is there a new look in replenishment ships, but the mechanics of the UNREP job are also changing. All of these new supply ships employ one of the most significant advances in replenishment at sea, namely vertical replenishment, or as it's known in logistical circles, VERTREP. Helicopters are used to transfer netloads of supplies from the supply ships to the combatant in a matter of minutes. AOE's usually carry three helos, while the AFS carries two. Both have helicopter landing platforms, and built-in hangars. While the AORs will have a launching/landing platform, they will not be equipped with helos.

**V**ERTREP is usually used to complement the transfer of material by conventional highline methods, but it isn't necessarily so. Helicopters can do the whole UNREP job, with one exception, of course—they can't transfer fuel.

VERTREP is only one of the developments in replenishment systems. There is FAST, or Fast Automatic Shuttle Transfer system, which



takes most of the lifting and shifting of supplies away from the cargo handling crew and lets machines do the work.

Ram-tension highlines are also a big advance in the UNREP business. Performing somewhat like a shock absorber, this highline system automatically compensates for movement of the two ships that are hooked up for replenishment.

Just approved for Fleet use is the Probe Fueling System, which allows faster hookup and breakaway times through the use of an automatic nozzle connection somewhat like those used in air-to-air refueling. Scheduled for installation in Seventh Fleet ships in January 1967, the

Probe system needs fewer people to handle the hoses, and will cut the time needed for hookup and breakaway by more than half.

There are many more new devices being used, of course, some with fanciful names such as bi-rail hoist, modular storage system, rammer cart and strongback.

**W**HILE THESE new systems, and the modern fleet of replenishment ships on which they operate, are drastically changing underway replenishment concepts, it should be remembered that the older service force ships are still doing most of the UNREP job in the Fleet. And they will for some time to come.

**MORALE BUILDERS**—Mailbags are packed in cargo net, highlined to DDs.





AIR MAIL—Helicopters from USS Mars (AFS 1) bring cargo to carrier. Rt: Pyro brings ammunition for Navy planes.

With this in mind, let's take a quick look at these venerable specialists, and the jobs they do so well.

More than any of the other supply ships, the Fleet oiler (AO) keeps the Fleet on the move. These floating filling stations each carry four to six million gallons of fuel, including NSFO, the fuel oil used by most Navy ships; JP-5 jet fuel; diesel fuel used by some ships; and AVgas for helicopters and prop aircraft. AOs also service the open-armed Fleet with such morale-boosters as mail and movies.

Refrigerated stores ships (AF), or reefers, are the seagoing supermarkets every calorie-conscious Navyman loves to see on the horizon. They stock more than 275 different foods, from meat and potatoes to

canned fruit and candy.

Ammunition ships (AE) are probably the most safety-conscious ships in the Fleet. And with good reason. They carry every type of ordnance required by ships and aircraft, from bullets and bombs to guided missiles.

Because of their lethal freight, ammo ship sailors have to get used to long rides in liberty boats, since their in-port habitat is normally the open sea several miles offshore. These sailors swear that most destroyers set their special sea details just after passing an ammo ship's anchorage.

These various types of ships are usually organized into complete replenishment groups to support a large task force of warships, but they can be assigned individually or in any combination to replenish ships

on patrol or special missions.

**H**ERE'S THE WAY an underway replenishment of an aircraft carrier task force normally works.

It begins several days before the actual transfer of supplies. A list of requirements is collected from the ships in the task force and dispatched to the commander of the UNREP task force. The replenishment ships then steam at a course and speed that will place them at the rendezvous point shortly before the pre-arranged hour and position for the quickest possible replenishment.

The different types of supply ships usually are in formation one behind the other, so the receiving ships can get their fuel, then go straight ahead to the next ship for provisions, and

### Mercury Lowered the Boom on Torpedo Plane

As a general rule, ships involved in the day-to-day job of replenishing ships at sea rarely become famous for actions during battle. The nature of their work dictates that they will go through their active life more familiar with headlines than headlines.

There is one supply ship, however, who could hold her own in any boasting session, with anything from battleships to PT boats, if they started slinging the "firsts" and "onlys" around.

It happened during the Marianas campaign in World War II. It was there, just south of Saipan, on 26 Jun 1944, that USS *Mercury* (AKS 20) became the first, and only, U. S. ship to knock down an enemy

plane with a cargo boom.

The Japanese torpedo bomber didn't reckon on this unusual weapon when he dived at *Mercury* in an attempt to blow her out of the water, a project which came uncomfortably close to succeeding.

During a series of small air raids on the U. S. Fleet, which was protected by a heavy smoke screen, the Japanese bomber, flying at 90 feet, broke through the screen and loosed an aerial torpedo at *Mercury* from 200 yards away. Attempting to gain altitude, the plane avoided *Mercury's* stack, but smashed into the starboard cargo boom, spun off, and crashed into the water some 1000 yards away.

The torpedo, meanwhile, never

entered the water, but struck *Mercury* unarmed. It passed through compartments on the port side of the deckhouse, tearing open the warhead and air flask, and scattering TNT over the bridge and after section of the ship. The after body of the torpedo smashed into the deckhouse, killing a chief commissary steward. Many of the crew were covered with the explosive compound.

*Mercury* served with the active Fleet until 1959, when she joined the Texas Group, Atlantic Reserve Fleet, at Orange, Texas. But she left her mark on the Fleet. Sailors will remember for a long time the day when *Mercury* cleverly employed her antiaircraft cargo boom.



still further ahead to pick up general stores.

For normal daytime replenishment, crews of the logistics ships begin their day at 0200. Replenishment rigging is checked and moved into position; transfer nets are broken out; winches, booms and cranes are inspected; material that is to be transferred is arranged within the ship so that it can be issued to the right ship at the right time. Soon after the first light of day, with all arrangements complete, replenishment commences.

While the aircraft carrier is receiving fuel from one side of the Fleet oiler (usually the port side, because the carrier's island is on its starboard side) destroyers use the opposite side. Four destroyers can be topped off in turn while the carrier is taking on its larger load of fuel. The refueling operation, as with most underway replenishments, generally takes place while the ships are moving at 15 knots.

Elsewhere, other combatants are receiving slings of ammunition, food, and general supplies. As one ship completes its replenishment, another quickly moves in and takes its place.

When the replenishment has ended, the task force of primed and ready combatants goes on to accomplish its mission, while the replenishment force returns to its forward supply area to reload its depleted holds and await another call to resupply.

**R**EPLENISHMENT at sea has been of prime concern to naval strategists ever since sails were replaced by steam-driven engines, with the resultant dependence on consumables such as coal to produce the steam.

In those days, of course, the predominant strategy employed by naval forces was still the blockade. But a blockade's effectiveness must certainly be reduced if the ships engaged in the blockade are compelled to leave their station to fill their coal bunkers. Thus the blockade of Charleston by the Federal Fleet in the Civil War was only about 75 per cent effective, since at all times one-quarter of the force was away loading coal.

It was the same story in 1898, when our Fleet blockaded the Spanish at Santiago de Cuba. A message from the commodore of the blockading squadron to Rear Admiral Sampson states, in part, "...



**TRIPLE TREATMENT**—Underway replenishment of *USS Kitty Hawk* (CVA 63) by Fleet oiler *Kawishiwi* shows simultaneous cargo, fuel and personnel transfers.

I shall proceed tomorrow, 25th, for Santiago, being embarrassed, however, by *Texas'* short coal supply, and our inability to coal in the open sea."

A year later the Fleet learned it could do something about this embarrassment when the collier *uss Marcellus* installed a marine cableway on her deck and, while being towed astern, transferred coal to *uss Massachusetts*. Underway replenishment had begun.

Fourteen years later the rate of coal delivery at sea had increased four times over that attained in the 1899 trial.

Then oil-burning ships became a part of the Fleet, along with the need to refuel them. In 1913 a test was conducted by *uss Arethusa*, an

early oiler, and *uss Warrington* (DD 30). During this test, the first in which fuel oil was transferred to an oil burner, the ships still used the astern method of refueling. In April 1917 *uss Maumee* (AO 2) refueled a ship at sea using the alongside method, one of the first such refuelings.

Underway replenishment has been refined considerably since its rather slow start at the turn of the century, then to the increased efficiency of World War II operations, to today's modern replenishment fleet still in the process of being put together. Today, the Service Fleet assures the task force commander that he will rarely, if ever, have to suffer the "embarrassment" of short supplies.

—Jim Teague, JO1, USN

# CHU-LAI PORT - SERVICES NAVAL & SUPPORT FACILITY

SIGN OF THE TIMES—LSTs beaching at Cus Ho Ramp, Chu Lai, are greeted by the sign of the Naval Support Facility.

## Small But Busier Than

**V** IETNAMESE VILLAGERS watched with interest as the large Navy ship steamed through the narrow opening of the Giang river. Most of them had never seen such a craft — a square-bowed LST — enter their river.

It was to be one of many such ships, for the U.S. Navy supply effort had come to Chu Lai. This was a little more than a year ago. The LST arrived without mishap, and was soon unloading from its lowered ramps. Since this first landing at the Cus Ho Ramp, the area has steadily grown in size. In September 1965, only one LST could be accommodated. In May 1966 four LSTs lay against the rocks and sand

of the beach to offload their cargo.

In February, one of the first contingents of the Naval Support Facility arrived at Chu Lai. The Naval Support Facility, Chu Lai, as a subsidiary of the U.S. Naval Support Activity, Da Nang, has the job of getting ammunition, food and other items to the Free World forces.

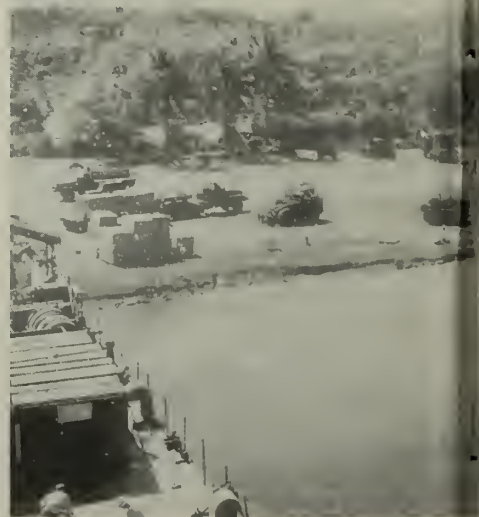
When the first group of Navymen arrived in Chu Lai, the river had to be sounded, buoys set up and lights rigged to guide the ships down the narrow river path by night. Although no equipment was available, Navy ingenuity got the job done.

Empty oil barrels were made into buoys. One of the barges was hauled out into the river with a generator

secured to it. A tower was erected and fitted with a range light capable of shining out to sea for a distance of seven miles. "Probably the best range light in all of Southeast Asia," is the claim.

With the foundation laid, more men were shipped to the Naval Support Facility, Chu Lai in March to bring the total to seven officers and 180 enlisted men. Their job — to offload the LSTs that come from many ports in the Pacific. The longest offloading time is 30 hours. The length of time, of course, depends on the cargo. One LST was offloaded in less than 12 hours. Other types of ships are relieved of their cargo by LCUs.

BUSY SPOT—Steelworkers erect elephant hut on beach. Rt: Supplies are brought in for Seabees building facility.





Cargo handling is the major aspect of the facility's mission, but there are other jobs that go hand-in-hand to carry out this task. There are LCMs (Landing Craft, Medium) that have been converted to act as tugs to guide ships through the swift current to a resting place at the ramp. One LCM hauls supplies and vehicles across the river to Ky Hoa Beach. Two smaller boats patrol the port, on watch for suspicious looking craft. To keep vehicles moving the cargo, fuel is needed. Tanker ships offload via pipelines to large tanks located at Red Beach.

But there is still more to come. In July, there were 500 men added

# Ever

to the Naval Support Facility, Chu Lai. Waiting for them was a 1000-man galley, barracks, warehouses, offices, garages and refrigerated warehousing ready, waiting and, in some cases, already in use. The pier area is to be widened in order to increase the LST capacity to eight. The narrow passageway will be dredged to enable the ships to pass without the aid of tugs. The ramp area will be blacktopped due to the muddy conditions caused by monsoons.

This job of supply is not an easy one. It takes hard work, long hours and dedication to keep the armed forces in Vietnam supplied.

—George L. Eldridge, YN3, USN

LST unloads supplies on the beach.



**FUEL FARMER**—Navyman walks through area of entrenched fuel bladders. Middle: 1000-man galley is constructed. Below: LST offloads ordnance at Chu Lai.





ON TARGET—USS Rogers (DD 876) blasts VC. Rt: Fishermen watch one of three Navy refrigerator barges at Da Nang.

# Close-Up: Vietnam

Here is the latest series of reports on various Navy activities which round out the headlines from Vietnam. *ALL HANDS* continues its coverage of the background story coming directly from ships and units on the scene.

## Gun-running Trawler Stopped

A 120-foot trawler, attempting to smuggle arms and supplies to the Viet Cong in South Vietnam, was shelled by naval gunfire, mortared and bombed after being forced aground southwest of Saigon.

The trawler was detected by the Market Time Coast Guard cutter *Point Grey*, which reported her maneuvering at various courses and speeds. Shadowing, the cutter next reported the trawler dead in the water one mile from shore, near two bonfires on the beach.

*Point Grey* closed and illuminated the area with 81mm mortar flares, whereupon the unmarked trawler grounded while apparently attempting to escape.

The cutter moved in, but was driven off by heavy automatic weapons fire from the beach. Clearing the area, she sprayed the beach with .50-caliber machine gun fire and hit at the enemy positions with her 81mm mortar.

Shortly afterwards *uss Brister* (DER 327) arrived, followed by the coastal minesweeper *uss Vireo* (MSC 205).

Because of heavy opposition from shore batteries and approaching

darkness, the Market Time units were ordered to destroy the trawler rather than attempt to board. After several direct hits, a violent explosion ripped her apart.

*Brister* continued to fire illumination rounds and suppression fire at the beach throughout the night, while the junks of the Vietnamese Navy Coastal Group 41 fired harassing fire.

The following morning salvage crews began removing ammunition and equipment from the wreck. They were able to enter the forward half, recovering recoilless rifles, machine guns, burp guns, numerous small arms, a large quantity of ammunition and blasting caps.

The dock landing ship *uss Tortuga*



FIRST pilot of *USS Hancock*, CDR H. L. Marr, to make a confirmed kill of a MIG in Vietnam is congratulated by CAPT J. C. Donaldson, ship's CO.

(LSD 26), with a U. S. Navy salvage team aboard, eventually arrived on the scene to recover the trawler.

## Rescued and Re-rescued

The uninjured bombardier navigator was sighted first and rescued by a helicopter from the carrier *uss Yorktown* (CVS 10). When the pilot was found about a mile away, the bombardier/navigator was lowered back into the sea to help his wounded crew mate into the helicopter rescue sling.

The *Yorktown* helo then proceeded to the cruiser *uss Topeka* (CLG 8), where medical attention was ready and waiting.

Moments later a helicopter from the carrier *uss Kitty Hawk* (CVA 63) rescued the bombardier/navigator for the second time and flew him to the deck of the cruiser.

Both aviators remarked as they landed on *Topeka's* helo deck that the cruiser was the most beautiful sight they had ever seen.

The following day *Topeka* assisted in the successful rescue of two more downed aviators off the coast of North Vietnam. Immediately after receiving word of a downed Navy aircraft, *Topeka* steamed rapidly to the area. The guided missile frigate *uss Coontz* (DLG 9) and the destroyer *Rogers* (DD 876) also participated in the recovery, as did an SH3 helicopter from *Kitty Hawk* and an Air Force HU16 amphibian.

Through the coordinated efforts of the sea-air rescue team (SAR), the





BLASTED—Gun-running trawler lies grounded and broken. Rt: Phantom is launched from USS Enterprise (CVAN 65).

# Report

*Kitty Hawk* helo was able to locate and pick up the downed airmen quickly and deliver them aboard *Topeka*.

After a medical exam the flyers were returned to their carrier uninjured and in good spirits. Viva SAR!

## Third Lant Carrier Goes West

The antisubmarine warfare carrier USS *Intrepid* (CVS 11) is the third Atlantic-based carrier and the second CVS to see action in Vietnam. She arrived in the South China Sea in early May and is currently operating on the line.

Before heading west, minor modifications were made to permit operations of light attack aircraft, temporarily relieving the 42,000-ton flattop of her primary mission of antisubmarine warfare.

During her first day of air attacks *Intrepid's* pilots flew 97 strike sorties against Viet Cong targets in South Vietnam.

*Intrepid* was commissioned in August 1943. In the early part of 1944 she entered the Pacific Theatre and conducted air strikes against the Marshall and Caroline Islands. Shortly after entering combat, she was forced out of action after being hit by an enemy torpedo.

Following repairs at Pearl Harbor, the "*Mighty I*" returned to battle. In later months, men and aircraft from

*Intrepid* supported the American re-entry into the Philippine Islands.

While operating off Vietnam, the carrier serves as a mobile air station for A1 *Skyraiders* and A4 *Skyhawks*. Upon completion of her tour *Intrepid* will once again embark her anti-submarine air group and return to her primary mission.

## Vietnam Revisited

With the arrival of a 10th C-130 *Hercules* transport aircraft, Mobile Construction Battalion Three completed its movement to Chu Lai, Vietnam, to commence a second Southeast Asian deployment.

Conducted over a five-day period, the airlift moved nearly 500 men and 25 tons of infantry equipment and cargo.

MCB Three is the first construc-

tion battalion to return to Vietnam for a second deployment, having completed its first tour at Da Nang last September.

An advance party departed Port Hueneme in February this year and began construction on a Seabee camp at Chu Lai. By working 12 hours a day, seven days a week, the advance party was able to complete nearly half of the camp—enough to enable the main body to move into its berthing spaces and to eat in the new mess hall.

Then the Seabees began work on the massive construction project. The primary task is construction of logistics support facilities for the Naval Support Activity at Chu Lai. These facilities will make the base more self-sufficient as a combat center and less dependent on the com-



TO THE RESCUE—Copter from USS Hancock (CVA 19) and a destroyer move to rescue pilot parachuting into South China Sea. He was returned unhurt.



OFF TO WORK—Marines of USS *Princeton* load up for mission. Rt: MCB-Eleven erects building at Da Nang East.

plex at Da Nang for back-up support.

#### Ocean Travel by Helo

Two Navy pilots from Helicopter Antisubmarine Squadron Four (HS 4) have completed a 750-mile, one-stop trip from the Philippine Islands to the nuclear powered attack carrier USS *Enterprise* (CVAN 65), operating off the coast of Vietnam. They flew an SH3A *Sea King* helicopter.

The pilots flew the chopper from USS *Yorktown* (CVS 10), berthed at the Philippines, to the *Enterprise*, and assumed a search and rescue assignment.

The one en route stop was made aboard USS *Sacramento* (AOE 1), the largest refueling ship operating with the U. S. Seventh Fleet.

In two months, members of HS-4 succeeded in rescuing 10 airmen downed in Vietnam. Heavy resistance and hostile fire were encountered during all 10 missions.

The squadron, regularly operating from Seventh Fleet carriers, is home-based at the Naval Auxiliary Air Station Ream Field, Imperial Beach, Calif.

#### Ammo Transfer at a Fast Clip

USS *Kitty Hawk* (CVA 63) and *Pyro* (AE 24) have claimed a new record for transferring ammunition, surpassing the old record of 198 tons per hour set in 1965 by USS *Oriskany* (CVA 34) and a support ship.

Steadily improving their handling rate for transferring ammunition, *Kitty Hawk* and *Pyro* finally surpassed the old mark when crewmen

of the two ships transferred ordnance at the rate of 219 tons per hour. Two days later they broke their own record, transferring ordnance at the rate of 238 tons per hour.

More than setting records, efficient transfer of ammunition while underway at sea contributes to the success of strikes against the Viet Cong in both North and South Vietnam.

#### Air Heroics Cited

Two Distinguished Flying Crosses, 238 Air Medals and seven Navy Commendation Medals with combat distinguishing devices were presented to naval airmen in an awards ceremony aboard the attack aircraft carrier USS *Kitty Hawk* (CVA 63).

Receiving the awards were members of Attack Carrier Air Wing 11, *Kitty Hawk's* embarked air wing.

Ranking among the awards were the two Distinguished Flying Crosses. One was presented to Commander Henry M. Dibble, USN, CO of Attack Squadron 113, and the other was presented to Lieutenant Commander Gerald R. Tabrum, USN, of Attack Squadron 115.

CDR Dibble's award and citation were for "heroism and extraordinary achievement in aerial flight during operations against aggressor forces in Vietnam on 22 Dec 1965. He participated as air wing strike leader in the extensive and detailed planning and coordination of a strike against the extremely vital and heavily defended Uong Bi thermal plant northeast of Haiphong, North Vietnam.

"Preceding the flak suppression and bomber elements in the face of intense antiaircraft fire, he led

the first wave of 16 attack and fighter-bomber aircraft from *Kitty Hawk*. Despite adverse weather conditions and unfamiliar terrain, he directed the strike successfully.

"Remaining in the area after striking the target, he coordinated the follow-up bombing attack which resulted in extensive bomb and missile damage to the main power plant, coal and petroleum storage areas and associated support buildings and equipment."

LCDR Tabrum received the Distinguished Flying Cross for heroism during combat operations on 14 Mar 1966, while engaged in the rescue of downed Air Force airmen in the Gulf of Tonkin off the shores of North Vietnam.

Under intense automatic weapons and antiaircraft fire, he made repeated successful strafing and rocket attacks on enemy shore batteries and threatening boats. These attacks resulted in suppressing the gunfire, sinking three boats and discouraging other boats from interfering with the rescue. Helicopters were then able to pick up the downed airmen successfully.

For aiding in the same rescue operation, seven Navy Commendation Medals were also presented to three pilots from VA-115, two from VA-113 and two from VF-213.

Seventy-four Air Medals, 163 gold stars in lieu of additional Air Medals and one silver star in lieu of a sixth gold star were presented to other airmen of Air Wing 11. Their awards and citations were for meritorious achievement in aerial flight during mission in support of combat operations in Southeast Asia.





FOR HOME—Navymen of four nations shop for souvenirs in Manila shop.

## Time Off In Manila

WHEN NEARLY 40 SHIPS of the Australian, British, New Zealand, Philippine, and United States fleets gathered in Manila Bay this spring it meant the beginning of SEATO maritime training exercise Sea Imp.

But to some 10,000 crewmen of the multinational fleet it meant also a visit to Manila—the city where East meets West.

At Manila's SEATO landing, launchers discharged their loads of Navymen to tour the Republic of the Philippines' 400-year old capital.

Many sailors of the different countries joined in groups to see the sights of Manila and some found Philippine Navymen to act as their guides.

One such group was made up of Australian Ordinary Seaman Stuart Debnam from HMNAS Melbourne; British Able Seaman Tommy Johnson, HMS Devonshire; New Zealand Ordinary Seaman Ross Norman, HMNZS Otago; and U. S. Communications Technician 3rd Class (SS) Curtis Burns, USS Raton (AGSS 270). Their guide was Philippine Seaman 1st Class Precioso Borja.

It was the first visit to Manila for the four visitors and Seaman Borja proudly showed them the contrasts of the old and the new, the blend of oriental and occidental cultures in

this historic capital city.

In the old Spanish walled city they saw worshipers entering centuries-old San Augustin Church—the first stone church built in the Philippines—while only a few blocks away late model automobiles sped past modern office buildings.

At the Rizal Monument Seaman Borja told the visitors how the Philippine national hero, Dr. Jose Rizal, was executed for sedition by the Spanish in 1896 and at Fort Santiago they saw the Rizal Museum containing exhibits about the famous man.

The men also stopped at Malacanang Palace, official residence of the Philippine president, where they walked around the grounds and were shown the official reception room. Amid the bustle of Manila's 3,000,000 residents the group relaxed in tranquil Luneta Park with its lush lawns, flower gardens and monuments to national heroes.

In souvenir shops they looked over Philippine handicrafts of wood carvings, decorated seashells and miniature native farmhouses.

For the Navymen of four visiting nations it was a pleasant way to start a serious exercise, and to the host Navy it was a chance to show off their capital city.—Photos and Story by Jim Falk, JOC, USN



TOUR—Group visits Rizal monument.



ON TOP—Navymen at old city view site where Manila was founded.

Below: Reception room at Palace.



TIME OUT—Navy tourists relax on the lawn at Luneta Park during trip.







# Neptune

Soon the props begin to turn slowly, hesitate, then burst to life.

At 0845 the plane takes off to slightly cooler air, but heat from the electronic equipment in the aircraft prevents the temperature from dropping much.

**R**eporting over Vung Tau, the plane commander radios that he is now on station to assume patrol duties, relieving the incoming patrol plane. Aerial surveillance is maintained around the clock by the patrol squadron.

A second call is made to the naval surface ship commander of patrol forces in the area. He will report any contacts requiring investigation by the aircraft. This procedure is repeated as the patrol crew enters the many designated patrol areas along the coast. Each of these areas contains surface units such as radar picket escort ships, minesweepers, Coast Guard cutters and the Navy's new 50-foot *Swift* boats.

The first leg of the flight is made southward along the coast, primarily in a search for Viet Cong junks.

At 1005 one of the Vietnamese Navy observers reports a suspicious group of junks to starboard. Investigation reveals that they are friendly.

The Vietnamese observer continually exchanges information by radio with his navy's surface units below.

At 1140 he reports VC junks at the mouth of a river seen in the

**MARKET TIME**—*Neptune* on patrol off Vietnam flies over surface patrol partner.

**I**t is early morning in Saigon, and another day is beginning almost like any other day for Coastal Surveillance Force aviators. Four Navy officers depart their military hotel in Saigon and climb into a waiting pick-up truck. Ten minutes later they stand before 10-foot-high charts of the South Vietnamese coastline.

A briefing officer at the Coastal Surveillance Force headquarters ticks off special instructions.

"Two destroyers are firing support missions in this area. Stay well clear. Two VC junks were spotted at this point at 0230 this morning. Surface units of the Vietnamese Navy and U. S. Navy *Swifts* are in the area now." He continues.

When the briefing is completed, the officers head for Tan Son Nhut to join the aircrew already pre-flighting the bird, an SP2H *Neptune*—one of seven assigned to Market Time patrols off the coast of South Vietnam. Their mission: Detect attempts to infiltrate arms, men or equipment to the Viet Cong.

At the aircraft they join their crew and the two Vietnamese Navy observers who complete the team. Each wriggles into his mae west and parachute harness as the plane captain reports to the plane commander.

By now the morning sun is producing near-tropical heat, and the crew is ready to go. The plane commander briefs the crew on the flight.

**LOOKING OUT**—Trained eyes look for suspicious activity aboard junks. Rt: Radar operator reports contact to pilot.





# Surveys the Situation

distance. He has just received a contact report. The pilot circles the area, noting that four VC junks are surrounded by a Vietnamese Navy junk group. A *Swift* is also speeding to the position which the copilot has radioed. When the plane commander is satisfied that everything is under control, he proceeds.

At 1155 the after station observer reports over the intercom that two F4 *Phantom* fighters are at four o'clock high, making bombing runs on the beach. A brilliant white flash is followed by a white puff of smoke.

At 1210 the aircraft turns short of the Vietnamese-Cambodian border and heads away from the coast to sea. The first leg was primarily a visual search for junks, but now the patrol plane will check for large cargo ships attempting to deliver war materials to the Viet Cong.

ON THIS second leg the aircraft flies several miles out to sea and commences a radar search. Silence on the intercom is broken at 1245, as Radar reports, "I have a contact bearing 220 degrees, 27 miles."

"Roger, coming to 220." The plane banks, then steadies on the new course. Soon the bow observer reports visual contact of the target.

The pilot gives assignments for the rigging run: "Bow, let's have up-right sequence and photos; Copilot, take the name, course and speed.

Radio, check the stack markings. All stations note any unusual cargo."

Then another report: "Coming up on starboard in 20 seconds."

The plane drops to 100 feet. Instruments—especially the altimeter—are monitored closely. The ship's name, identifying features, course, speed and position are logged and reported to the nearest coastal surveillance center. This particular contact turns out to be a communist bloc merchant.

Seven more shipping contacts are investigated. These are all friendly ships, most of which are heading for Saigon.

ONE SPECIAL feature of the day-time patrol is the "gold dust" drop to U. S. surface ships. Newspapers, magazines and paperback books are packed into empty .50-caliber ammunition boxes and dropped to the surface units. This is a welcome package after many days at sea.

The copilot asks the coastal minesweeper *uss Vireo* (MSC 205) if they would like some gold dust. "That is affirmative," comes the quick reply.

"Roger. Stand by for a drop off your port bow. After Station, make ready for a drop."

"Roger, standing by."

"Drop."

"Gold dust away."

The package hits the water just in

front of the ship—a perfect drop. The minesweeper maneuvers for recovery as the aircraft climbs.

Two more such drops are made to the U. S. naval patrol forces.

Six hours pass before the patrol plane is again over Vung Tau. Inbound for Tan Son Nhut, another squadron aircraft greets them on its way out to take up the continuous patrol. Weather information and special interest contacts are given to the sister plane, plus the familiar "Have a good flight."

By this time the crew is showing signs of weariness from the long, hot flight. The airfield is a welcome sight.

At 1530 the *Neptune* is in place on the squadron line. The enlisted crew immediately begins post-flight procedures on the aircraft while the officers complete a maintenance report and head back to Saigon for debriefing at the Coastal Surveillance Force headquarters.

It is now 1630 and the crewmembers are finished with their day's work. Another mission is completed in Operation Market Time.

Patrol Squadron One crews fly four of these flights each day. The squadron's seven-plane detachment is deployed at Tan Son Nhut, from where over 300 missions have been flown in three months.

The squadron is homebased at NAS Whibey Island, Wash. They've come a long way to do a tough job.

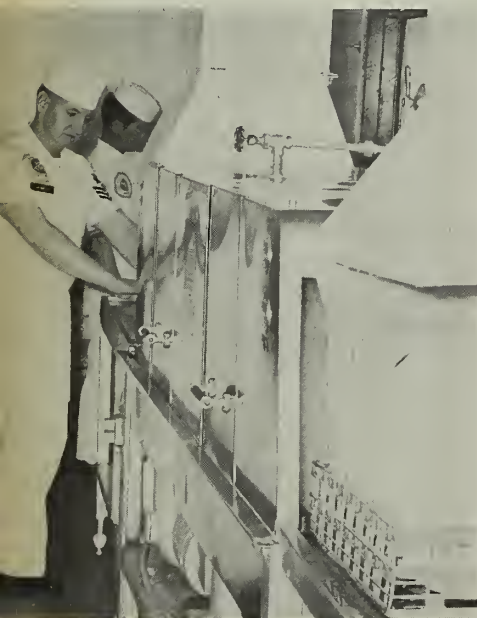
—Eldon G. Kaul, LTJG, USNR

**GOLD DUSTING**—Plane commander maneuvers *Neptune* for mail drop to DER. Rt: Forward observer checks on junk.

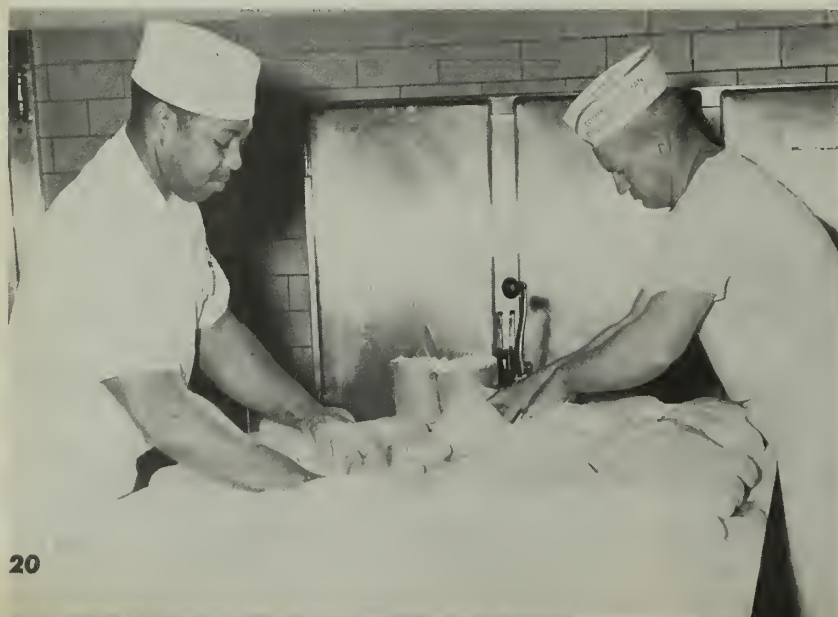




POT LUCK—Ney judge inspects cleanliness of cooking equipment. Rt: Full tables are indication of good food.



AUTOMATIC dishwashers keep trays, dishes and utensils ready to go. Rt: Mixer whips potatoes for meal. Below: Bakers shape bread dough into loaves.



# 'ADD

THE SUBMARINE service has a reputation for superb food, but the Air Navy obviously does not suffer. The general mess at NAS Miramar, Calif. has won the top Ney Award for the second time.

Only one other galley has won the Ney Award twice. That was the Bay Hill galley at Guantanamo Bay, Cuba, winner in 1958 and again in 1960.

In fact, all segments of the Navy have fared well, each with its share of winners.

In the afloat categories this year the Navy's cruiser-destroyer force took the highest honors. Winner in the large afloat class was *uss Gridley* (DLG 21).

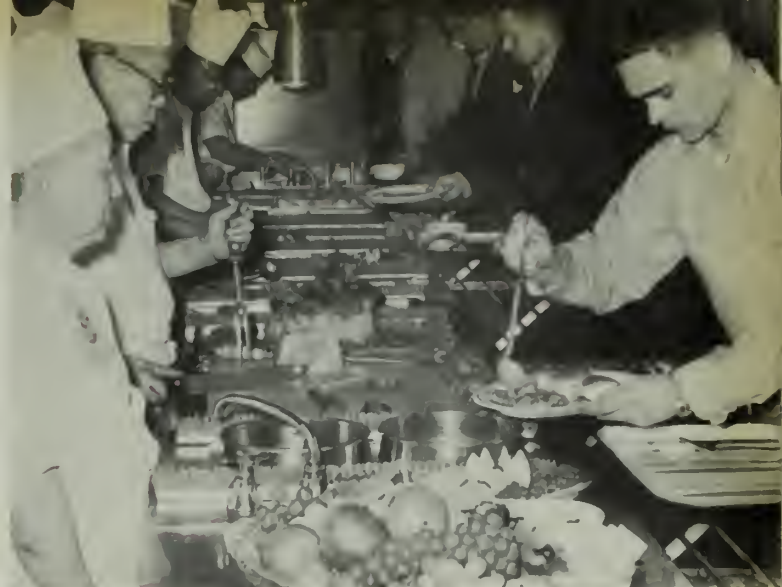
Top ship in the small class was *Semmes* (DDG 18).

During the past year *Semmes* has achieved a reputation as a good feeder. Aside from winning the top Ney prize in her first year of competition (unusual in itself), the volume of requests for recipes has led to the publication of *Dare to Excel in Cooking*, a book which features many of *Semmes*' most popular recipes (see page 22).

First runners-up this year were the Naval Communications Station, San Miguel, P. I.; *uss Howard W. Gilmore* (AS 16); and *Aggressive* (MSO 422). *Aggressive* is the first MSO to place in the top nine.

Second runners-up were the Naval Support Activity, Naples, Italy; *uss Proteus* (AS 19); and *Skagit* (AKA





MINESWEEPER SAILOR takes on a load of fuel in serving line. Rt: Lunchtime activity keeps commissarymen busy.

# A DASH OF SALT'

105). In 1965 *Skagit* won first place in the small afloat category.

This year's winners got the nod over 37 other contenders. The final judging took place in June and the winners were chosen by the Ney Memorial Awards Committee. This committee consisted of naval officers and officials of the sponsoring organization.

This was the ninth Ney contest. The latest competition began last July as ships and stations contended to represent their respective type commanders or naval districts. By April of this year the preliminary selections were complete and Navy-wide judging began.

The seagoing enlisted messes chosen to represent type commands in the 1966 contest are listed below. Some type commands, such as COMCRUDESPEC, are represented by ships in both afloat categories.

Naval Air Force Atlantic: *Independence* (CVA 62)

Cruiser-Destroyer Force Atlantic: *Wright* (CC 2) and *Semmes* (DDG 18)

Service Force Atlantic: *Amphion* (AR 13) and *Georgetown* (AGTR 2)

Amphibious Force Atlantic: *Guam* (LPH 9) and *Hermitage* (LSD 34)

Submarine Force Atlantic: *Howard W. Gilmore* (AS 16) and *Hardhead* (SS 365)

Mine Force Atlantic: *Aggressive* (MSO 422)

Naval Air Force Pacific: *Oriskany* (CVA 34)

Cruiser-Destroyer Force Pacific: *Gridley* (DLG 21) and *McMorris* (DE 1036)

Service Force Pacific: *Klondike* (AR 22) and *Panchatoula* (AO 148)

Amphibious Force Pacific: *Iwo Jima* (LPH 2) and *Skagit* (AKA 105)

Submarine Force Pacific: *Proteus* (AS 19) and *Pickrel* (SS 524)

Mine Force Pacific: *Force* (MSO 485)

Elected mens' messes chosen to represent the district commandants were:

First Naval District: Naval Air Station Quanset Point, R. I.

Third Naval District: Naval Station Brooklyn, N. Y.

Fourth Naval District: Naval Air Facility Johnsville, Pa.

Fifth Naval District: Cargo Handling Battalion One, Cheatham Annex, NSC, Williamsburg, Va.

Sixth Naval District: NavSta Mayport, Fla.

Eighth Naval District: Naval Air Station Corpus Christi, Texas.

Ninth Naval District: Naval Training Center Great Lakes, Ill.

Tenth Naval District: Naval Radio Station Fort Allen, Puerto Rico.

Eleventh Naval District: Naval Air Station Miramar, Calif.

Twelfth Naval District: Naval Air Station Lemoore, Calif.

Thirteenth Naval District: Naval Air Station Whidbey Island, Wash.

Fourteenth Naval District: Naval Station Midway Island.

Fifteenth Naval District: Naval Security Group

WHERE IS IT?—Ney judge checks stores for cleanliness, item accessibility.





**BOOKWORMS**—Part of Ney competition is financial management. *Right:* Salad is scooped into pan for serving line.

Activity Galea Island, C.Z.

Seventeenth Naval District: Naval Station Kadiak, Alaska

Washington Naval District: Naval Weapons Laboratory Dahlgren, Va.

Naval Air Force Atlantic: Naval Station Argentia, Newfoundland

Naval Forces Marianas: Naval Station Guam, M. I.

Naval Forces Philippines: Naval Communications Station, P. I.

Naval Forces Japan: Naval Security Group, Kami Seya, Japan

Commander in Chief Naval Forces Europe: Naval Support Activity Naples, Italy

During April officers in charge of the Navy's Field Food Service Teams visited each of these 40 ships and shore installations to perform on-site evaluations. The pertinent information was forwarded to the Ney Awards Committee and used to determine the nine finalists.

In June members of the Ney Committee began an around-the-world tour, visiting each of the nine contenders. The team, which included Supply Corps officers, a Medical Service Corps officer and two civilian food service experts, logged a total of 26,000 miles during the course of the inspection tour.

The finalists were judged on all aspects of general mess management. The categories included food preparation and service, sanitation, administration, training, storage of bulk stock and its proper rotation.

Special attention is paid to detail. The nine finalists represent the Navy's very best so determining a

winner often depends upon a very thorough investigation.

The first place winners in each of the three categories will send one enlisted man and one officer to represent their command at the annual convention of the sponsoring association. While attending the conven-

tion, the representatives will receive bronze Ney Memorial plaques.

First runners-up receive plaques and are entitled to send a commissaryman each to the Culinary Institute of America for a two-week course in specialized cookery.

Jon Franklin, JO1, USN

## Here It Is — A Sea-Going Cookbook

Any ship which has reached the finals in the Ney Memorial Award competition is bound to be a good feeder. Any Navyman with the good luck to be ordered to such a ship knows his chances for superior food are good even though the ship may not actually win the award.

USS *Semmes* (DDG 18) this year reached the finals in the Ney Memorial Award competition—then went on to win in her class—and she is rightly known throughout the Navy as being a ship in which a Navyman can find a good meal.

*Semmes'* food, in fact, has become so well known that she constantly receives requests for her recipes. To satisfy the demand, Lieutenant Darrell Miles of the Navy Supply Corps and Commissaryman First Class William Bigley, USN, gathered together what they considered to be *Semmes'* better recipes and published them in a book entitled *Dare to Excel in Cooking*.

The recipes have been pared down to 25-serving portions to be used by

small schools, churches, scout groups or by individuals or clubs planning big picnics. There is a conversion table in the rear of the book which will enable the reader to prepare more or fewer servings as the need arises.

Almost everyone, of course, has heard the saying attributed to Napoleon about an army marching on its stomach. So far, however, there is no equally well-known cliché which applies to the importance of food in the Navy.

It stands to reason, nevertheless, that the appearance, aroma and taste of food in the mess deck of a destroyer plowing through a rough sea would be of considerably more importance than that of the food served from one of Napoleon's field kitchens.

Add the appetites of several hundred young men who have been working hard in the salt air and you have a hunger which has to be satisfied—hopefully by a good meal.

In perusing *Semmes'* cook book, it



becomes obvious that there is nothing epicurian or unusual in her recipes. They are relatively simple formulas for good plain, nourishing food.

*Semmes'* captain maintains that the secret of his ship's culinary success is really no secret at all. *Semmes* has good food simply because her commissarymen care about the food they serve and do their best to make it the finest food in the Navy.

### And This is Why

The *Semmes* cookbook guides its readers through a complete dinner from soup to after-dinner coffee (the nuts are omitted). There are recipes for soups, salads, salad dressings, chicken, meat and seafood (with their sauces), cheese and egg dishes, vegetables, pastries and cakes, together with several beverages (including coffee-making tips) and variations on a number of standard recipes.

Although all the recipes in the book are appetizing, there are several that seem particularly appealing. For example: Hamburgers Epicurean, Mexican Spareribs, Scallops Creole, Oysters Jambalaya, Baked Aludra Macaroni, Potato Omelet, and Golden Potato Balls.

With recipes like these, you can

see why *Semmes* has such a fine reputation as one of the Navy's top "good feeders."

### Italian Style

Intrigued by the popularity of Italian cookery, three *uss Albany* (CG 10) commissarymen took advantage of their ship's visit to Naples to learn the secret.

The Navymen first found an expert—the chef in one of the city's better known restaurants. They then spent several hours observing the maestro at work and touring the kitchen area.

During this time, several differences in operating procedures turned up. The Italian chef, they learned, filed all his recipes in his head and prepared food for only 150 diners. *Albany's* galley, on the other hand, uses recipe cards and feeds about 900 Navymen.

Nevertheless, the three *Albany* men returned to their ship with some recipes from the chef's file which they intend to translate into CG 10 proportions. Best of all, from the commissarymen's standpoint, they were invited by their Italian host to have dinner on the house.

The *Albany* commissarymen learned much that would benefit them as Navy cooks, but found that there is



WHAT'S COOKING?—Commissaryman First Class T. Tompkins, USN, of *USS Albany*, asks an Italian chef how he does it while on liberty in Naples.

a big difference between the task of preparing food for the 150 customers daily at the hotel, and feeding 900 hungry sailors each meal from the cruiser's galley.

## Origin of the Ney Awards

The Ney Memorial Awards program was established in 1958 by the Secretary of the Navy as a means of giving recognition and encouragement to the Navy's outstanding general messes. The program encourages competition among the Navy's enlisted messes and generally enhances the quality of both food and management.

Captain Edward F. Ney, SC, USN, for whom the competition is named, was the World War II director of the Subsistence Division, Bureau of Supplies and Accounts. For his contributions to the Navy's food service organization he was awarded the Legion of Merit for:

"... exceptionally meritorious conduct in the performance of outstanding services in the Government of the United States as officer in charge of the Subsistence Division, Bureau of Supplies and Accounts, from 30 Nov 1940 to 15 Oct 1945. Skillful in resolving the complexities of his task, CAPT

Ney ably handled the multiple problems incident to determining the requirements and supervising the procurement of food for the United States Navy, thereby contributing directly to the high standard of Navy rationing which resulted in increased morale, comfort and well-being of officers and men."

In addition to the Legion of Merit, he earned the Mexican Service Medal; the Victory Medal (World War I); Yangtze Service Medal; American Defense Service Medal, Fleet clasp; American Campaign Medal; and the World War II Victory Medal. Captain Ney died in Oakland, Calif., on 8 Aug 1949.

During the first year of Ney competition the judges chose *uss Franklin D. Roosevelt* (CVA 42) in the afloat category and the Naval Station Guantanamo Bay, Cuba. Winners the following year were *uss Paul Revere* (APA 248) and the Naval Communications Facility at Kami Seya, Japan.

In 1960 Guantanamo Bay became the first mess to be a repeat winner, an achievement not repeated until this year when NAS Miramar took the top award for the second time. In 1960 Guantanamo Bay shared the limelight with *uss Saint Paul* (CA 73), first choice in the seagoing category. Winners in 1961 were *NAS Patuxent River*, Md., and *uss Courtney* (DE 1021).

NAS Miramar took her first win in 1962, along with the Fleet oiler *uss Kawishiwi* (AO 146). Top messes in 1963 were *uss Frank E. Evans* (DD 754) and the submarine base at Pearl Harbor.

In 1964 for the first time the afloat category was broken into large messes (serving more than 300 men) and small messes. The three winners that year were *uss Observation Island* (EAG 154), *Tracer* (AGR 15) and Naval Air Station Corpus Christi, Texas.

Last year's winners were *uss Oriskany* (CVA 34), *Skagit* (AKA 105) and NTC Great Lakes.



# LETTERS TO THE EDITOR

## Family Protection Plan

SIR: Perhaps you can answer two questions concerning the Retired Serviceman's Family Protection Plan.

In one case, a Navyman selects options three and four. Subsequently, his wife dies. Does the cost of the plan reduce to the cost of option two in such a case?

In the second case, a man selects options two and four. His children reach age 18 or die. Does he continue payments, or do the charges stop?—J. C. C., PNC, USN.

• In the first case, when options three and four are selected and the wife dies before the serviceman's retirement, the plan automatically changes to options two and four—providing the man does not remarry before retirement.

If, on the other hand, the wife dies after his retirement, the serviceman must continue to pay at the established rate for options three and four until there is no longer an eligible beneficiary.

In the second case, however, payments stop. Option four provides that no further deductions will be made when there is no longer a beneficiary to receive the annuity.

The complete story on the Retired Serviceman's Family Protection Plan, formerly known as the Contingency Option Act, may be found in the ALL HANDS Rights and Benefits issue, December 1963, page 80. This issue has since been reprinted as NavPers 15885-B.—ED.

## Extension Contract

SIR: How binding is an extension contract? Last December I signed an agreement to extend my enlistment for two years to be eligible for shore duty under the A segment of Seavey 1966. However, due to an oversight (error?) in the personnel office, my agreement was not entered in the ship's diary. As a result, I was placed in the "dead file" in BuPers.

I did not discover the error until earlier this month. The situation is under investigation, but from what I've been able to find out, my chances of receiving shore duty orders at any time during the 1966 Seavey are next to nil.

Since I did not go on the Seavey segment for which I extended, can I cancel my part of the agreement and settle for a normal discharge?

It is this kind of situation, I feel, that spoils the Navy's retention program.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

I'll soon be rounding out 14 years in the Navy, the last three of which have been spent aboard this ship. For the past six advancements exams I've been quotaed.

Now, to top it off, because somebody in the personnel office fouled up, I'm expected to spend a third consecutive Far East cruise away from my family.—D. N. M., PH1, USN.

• Yes, you can cancel the extension agreement. The "BuPers Manual" states that you can cancel it on the day before it goes into effect if, through no fault of your own, you have not received any of the benefits for which you agreed to extend.

As for your discharge, why not think it over? Fourteen years is a lot of time to throw away. To use an old saw, mistakes do happen, even in personnel offices. You know, not long ago we met a young PH who confided to us (in a very low whisper) that he had once snapped three dozen pictures of an important event before discovering he had neglected to load his camera. His name escapes us at the moment. Perhaps you know him?—ED.

**LAUNCH TIME—Polaris submarine Francis Scott Key (SSBN 657) heads for water during launching in April.**



## Fringe Benefits? You Bet!

SIR: I read with interest, and a little astonishment, the letter from B.S.S., LT, USN, on page 28 of your January issue, concerning fringe benefits and their relative value. I don't have any fancy statistics to offer, but I can provide a couple of personal observations based on experience.

Things have improved a good bit since I enlisted in the Navy way back before World War I, especially with regard to fringe benefits. But even then it didn't take me long after enlisting to discover just how well the Navy takes care of its own.

First of all, we did not have to worry about waking up one morning to find we were out of a job, due to a strike or getting laid off. If we happened to become hospitalized, we did not have to increase our discomfort by lying there worrying about the pay we were losing, or which loan company we were going to have to put the touch on to pay the hospital and doctor bills.

In those days, of course, we did not receive any BAQ to help us establish a homestead, and we could expect to be away from our families anywhere from two weeks to two years at a time. However, we did have the commissary and ship's store, so we knew our families could buy anything they needed.

Then there was the outpatient treatment for our dependents. Sure, they often had to wait in line to see the doctor, but they could depend on good treatment when they did see him.

I was placed on the retired list for physical disability in 1945. Are retirement benefits worthwhile? You just bet your ditty bag they are. I live 18 miles from the nearest military establishment, but it's a trip I don't mind making to take advantage of my benefits.

As for medical care, I have never waited too long to see a doctor at the base, and each time I received the very best and courteous service I could ask for.

I trade at the commissary and exchange quite a bit, and I find that it takes less time to get checked out through the commissary than it does in my local market.

Educational benefits? Well, after my retirement I was able to attend college for four years under the GI Bill, and got my law degree.

There are very few things in this world that one can be sure of, but I have found at least one. I know my retirement check will be in my mail box



waiting for me each month. Perhaps that is the greatest fringe benefit of all. Or maybe it's second to the pride I have in the knowledge that I served my country through two World Wars.

I just thought you might like to hear from somebody who knows the value of fringe benefits because he's been there.—W. J. Swancy, MMLC, usn (Ret).

• *We were indeed glad to hear from you. It's refreshing to get away from statistics now and then, and substitute personal accounts.*—Ed.

### Dixie Joins the Club

SIR: I have noted that you have established an Over-25 club for ships which have been on continuous active duty 25 years or more.

uss *Dixie* (AD 14) was commissioned on 25 Apr 1940. She has provided tender services for destroyers and other types of ships in the Pacific constantly ever since. She has also been deployed to WestPac 14 times during this time.

The officers and men of *Dixie* celebrated their ship's 26th anniversary at a gigantic birthday party at Subic Bay this past April at which Rear Admiral W. H. Baumberger, Commander Cruiser-Destroyer Force Pacific, was an honored guest.

While I am singing the praises of *Dixie*, I feel I must take issue with uss *Butternut* (AN 9) which claimed to be the third oldest ship in the Navy on continuous active duty. That distinction belongs to the ship I have the honor to command.

*Dixie* looks and acts as young as she ever did and apparently enjoys revisiting her old stomping grounds in WestPac. FRAM and other improvements have increased her efficiency.

For instance, uss *Porterfield* (DD 682) was recently re-gunned in one day.

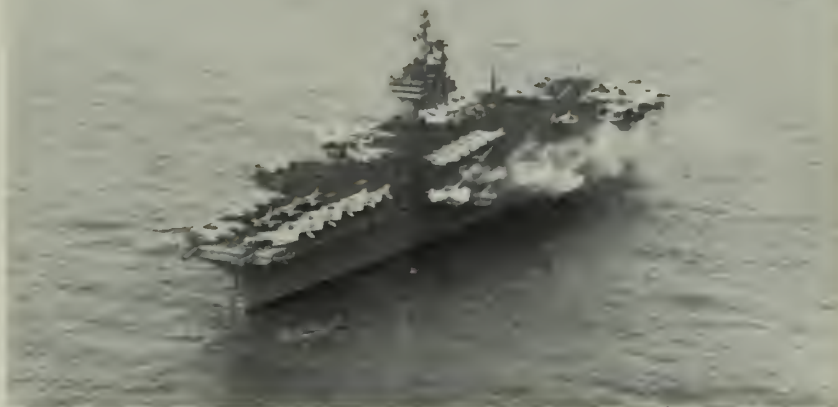
We are proud of our ship and the spirited crew that keeps alive the will-do spirit for which *Dixie* has always been famous.—W. J. Coleman, CAPT, usn, Commanding Officer, uss *Dixie*.

• ALL HANDS is always happy to welcome another ship to the Grand-Old-Lady-of-the-Fleet Club. *Dixie* made her entrance like the grande dame she is—dripping decorations.

After *Dixie* was placed in commission in April 1940 and finished her sea trials, she steamed through the Panama Canal en route to Hawaii via San Diego.

Although she normally operated out of Pearl Harbor, *Dixie* was in San Diego on 7 Dec 1941. She wasted no time returning, however, and her wartime itinerary reads like a history book. She could always be found where the action was.

When *Dixie* came home from the war after nearly four years in the Pacific, she flew a homecoming pennant



IN THE MED—The Navy's newest attack carrier USS America (CVA 66) fires a salute with her guns while at anchor in port for a visit to Genoa, Italy.

1100 feet long made of heavy silk supported by 17 hydrogen-filled gunnery balloons.

Within a few months, *Dixie* was WestPac-bound again looking in on everything from atomic experiments at Bikini to the Korean conflict. As you said, Captain, she is as spry as ever and still hard at work.

The records of *Butternut* and *Dixie* would indicate that, as you say, *Dixie* has been in continuous service longer than *Butternut*. *Butternut* was placed in service in the Thirteenth Naval District on 3 Sep 1941. She was commissioned in May 1942—about 25 months later than *Dixie*.

Here is a belated tribute to AD 14 on her 26th birthday. It's an appropriate occasion for whistling "*Dixie*"—with spirit.—Ed.

### Training for Divers

SIR: I believe that at one time a Diver First Class could qualify a Diver Second Class if he had the necessary equipment on board. Is this still allowed? If so, is written permission from the Chief of

Naval Personnel required?—G. A., SF1 (DV)

• Until 1959, Divers Second Class could be trained, qualified, and designated in any command having the proper equipment and competent personnel for instruction.

This policy resulted in a wide disparity in the diving ability of Divers Second Class trained by ships and those trained by formal shore-based diver training activities. Therefore, a policy was established which limited the number of activities authorized to train divers.

However, if there is an urgent need for training Divers Second Class, ships and stations may submit a request for permission to the Chief of Naval Personnel, via the chain of command. The request must indicate that time, equipment and competent diving supervisory personnel are available to conduct the training. It will be necessary, of course, to comply with the approved BuPers curriculum.—Ed.

### Flying the Flag

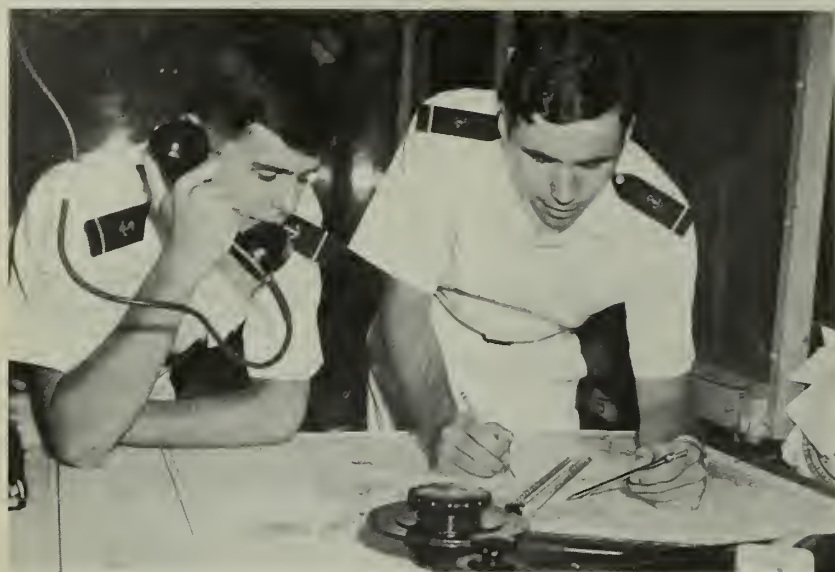
SIR: Since I've been here in Antarctica, I have been asked on several occasions about the proper procedure for flying the National Ensign. As you know, we have a five-month-long day and an equally long night down here. During the day, the flag is flown around the clock, and, I am told, during the winter, the flag, simply is not flown.

There is of course, no specific mention of our plight in Navy Regs. Article 2164 states that the National Ensign shall be displayed from 0800 to sunset near the headquarters of every command ashore. But what if there is no sunrise? Or sunset? Is it proper to dis-

### Seniority—Again

SIR: Aside from Navy tradition, can you explain why a system of seniority by rating as well as rate is in effect for first class and below?—D. R. G., YN1, usn.

• As you imply, tradition is a definite factor. The tradition, however, evolved for good reason—some ratings are more able, by virtue of training and experience, to exercise command in a military situation. Because of this, such ratings have certain honorary status.—Ed.



COLLEGIATE NAVY—Midshipmen First Class F. W. Conroy (left) and John Filose receive training aboard USS Lowry (DD 770) during cruise in the Med.

play the flag around the clock during the five-month summer, and then not display it at all during the long winter?

The only answer I have received is, "That's the way it is." What do you say?—L. V. H., YN1, USN.

• Admittedly, your situation is not exactly common. As you know, it is next to impossible to cover every situation by regulations, and this situation in Antarctica just happens to be one of these special cases.

Nevertheless, "U. S. Naval Flags and

Pennants" (DNC-27A) says, in effect, that there will be times when common sense will be the deciding factor. And Annex A of that publication states that the flag may be displayed at night upon special occasions when it is desired to produce a patriotic effect (for example, the flag may be flown at an evening sports event).

If you want to produce a patriotic effect for an evening sports event, therefore, you may do so. Generally, when there are no regs that seem to apply, the common-sense approach is recommended. We also refer you to your compatriot's answer: Be guided by local regulations, if any.—Ed.

#### Appointment Letters

SIR: Should the NavPers 2769 (temporary appointment to the grade of lieutenant (jg), pursuant to the provisions of Title 10, U. S. Code) be addressed from the commanding officer to LTJG John S. Doe or to ENS John S. Doe?

If to ENS Doe, should the first endorsement be from ENS or from LTJG Doe?

I have been unable to find any definite authority, so have come to the conclusion the matter is primarily a command determination.—D. L. C., YNCS, USN.

• The appointment letter should be addressed using the higher grade. In this case, the NavPers 2769 should be addressed to LTJG John S. Doe and the first endorsement should be from LTJG Doe.

There is, as you say, no reference on the subject. The rule stated above refers to the present Bureau of Naval Personnel policy.—Ed.

#### NavCad and AOC Applications

SIR: I understand the Naval Aviation Cadet (NavCad) program has been discontinued. Is this true? If so, what are the present paths to a commission as a naval aviator?—E. H. O.

• Though the NavCad program is still in existence, it is being phased out. No new NavCad applicants have been selected since December 1965. Pilot training classes convening in Pensacola are being filled exclusively with Aviation Officer Candidates (AOCs) and this is expected to continue so long as there are sufficient college graduates to fill the quotas.

NavCad applications are still being accepted, however, and those few who are tentatively recommended are being placed on a waiting list and will be ordered to Pensacola only at such time as the Navy is unable to fill classes with college graduates.

At present classes have been filled several months in advance and it is anticipated that NavCad applicants will not be used for the remainder of this year.

Another recent change which may be of interest is the disestablishment of the U. S. Naval School of Preflight. Last April it was replaced by the U. S. Naval Aviation Schools Command.

Since the change, prospective officers enter the Aviation Officer Candidate School (AOCS) for 11 weeks of extensive training specifically directed toward the mastery of the fundamental requirements for newly commissioned officers.

After successfully completing AOCS, those candidates with college degrees receive their commissions as ensigns in the U. S. Naval Reserve. The next phase of this new program is Flight Preparation School which provides four weeks of training in basic aerodynamics, theory, engineering, navigation, and swimming as well as physical conditioning.

Completion of this four-week program is normally followed by a two-week course at Survival Training School in land and sea survival techniques. The students are then transferred to the outlying fields where they commence the flight phase of training.—Ed.

#### Entertaining the Troops

SIR: Bob Hope has stated that there is a need for more entertainment for our servicemen. There's no denying the tremendous boost that Hollywood stars give our men overseas. However, professional troupes, on the infrequent occasions when they do tour military installations, can visit only a few locations.

It seems to me we could fill the gap with an internal Navy entertainment program, the participants being active



A STAR—Navy Boilerman Paul L. McCraw receives Bronze Star with Combat 'V' during ceremonies at Pearl Harbor. He won the decoration for 'consistently volunteering to render safe' VC explosive devices.



duty personnel who are in some way qualified as performers.

Not knowing if this has been considered previously, I'm not the one to judge the merit of this idea. However, I'm confident there would be plenty of interest.

What about it? Has this been considered or tried?—J. S. N., AC2, usn.

Unfortunately, we are not qualified to judge the merit of your idea either. However, your suggestion did prompt us to inquire about the entertainment program now in existence.

There is a Department of Defense program which provides a year-round schedule of professional entertainment to our service personnel stationed at remote and isolated installations overseas. This program is administered by the U.S. Army.

Through it, various representative groups, ranging from salaried USO professionals to civic, college and celebrity units performing gratuitously, tour scheduled locations around the world. During the past year more than 100 such groups participated in the program.

Sometimes the DOD-sponsored performers are joined by additional civilian or military performers within a local area, when such an arrangement is considered desirable and approval is granted by the area commander.

Regulations also permit military personnel to tour U.S. installations, at the discretion of the major area commander, if they can be spared from their assigned duties and if the entertainment would contribute to higher morale. Both overseas and within the U.S., such performers normally tour only within the geographical area in which they are assigned.

The director of the Army-administer-

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D.C. 20370, four months in advance.

• *uss Saratoga (CV 3)*—The 15th annual reunion will be held at the El Cortez Hotel in San Diego, Calif., on 15 October. All former crew members are urged to contact Karl Vines, 1517 Granada St., San Diego.

• *uss LSM 266*—Will hold its first reunion in 1967. For details, write to G. E. Metcalf, 2015 Airfield Lane, Midland, Mich., 48640.

• *Seventh Battalion, USNR*—The Seventh Battalion, USNR (Jersey City, N. J.) will hold a reunion on 29 October. For details, contact Donald R. Rauenbuhler, 354 Webster Ave., Jersey City, N. J. 07307.

• *Retired Officers Association*—The 18th biennial convention of the National Retired Officers Association will be held 29 and 30 September at the Leamington Hotel, Minneapolis, Minn. For further information write to George M. Brown, 358 Cimarron Road, RFD No. 1, Rosemount, Minn.

• *12ND Intelligence Group*—A reunion dinner for officers, enlisted men, agents and civilian employees who served in the 12th Naval District Naval Intelligence Office from 1941 to 1946 will be held on 30 September at Marines Memorial Club, San Francisco, Calif. For details, write Peter Speros, Room 425, 681 Market St., San Francisco.

• *uss Saratoga (CV 3)*—The 15th annual reunion of *uss Saratoga (CV 3)* will be held at the El Cortez Hotel in San Diego on 15 October. All former crewmembers are urged to contact Karl Vines, 1517 Granada St., San Diego, Calif.

ed program informs us that there is no coordinated effort between the military services to sponsor groups of military performers.

It seems likely that, of the cross-section of people on active duty in the Navy today, there may be some who would be qualified to entertain in public. Just how many are stationed in a given local area at a given time, however, is quite another thing. Probably, to assemble a group of qualified entertainers, it would be necessary to administer a Navy-wide program—a monumental task, no doubt, since the

Navy is not in the entertainment business.

The closest approach to such an effort in the Navy thus far, although for somewhat different reasons, is the All-Navy Talent Contest. Participants in the contest do perform at local competitions but do not go on tour. The contest was last run in 1965, but it has not been run on an annual basis in recent years.

The Special Services Division of the Bureau of Naval Personnel (Pers-G1) administers the All-Navy Talent Contest.—Ed.

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# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



"THING" GOES ASHORE—Marines head for landing at Phu Loc with Ontos. Ontos means recoilless rifle vehicle to Marines. To Greeks it means "thing."

## PhibPac Reorganized

The Pacific Fleet Amphibious Force has been reorganized, and the number of squadrons increased from four to six.

Because of the buildup of U.S. forces in South Vietnam, the commitments for amphibious ships have steadily increased, keeping them in WestPac over half the time. During peak periods, 70 per cent of the amphibious force has been on the line.

The amphibious squadrons used to be rotated to the Far East one-in-four, with one-quarter of the force on station at all times. The reorganization will enable one-third of the ships to be kept on station,

rotating two squadrons in six.

The squadrons to be commissioned are Amphibious Squadrons Nine and Eleven. Squadron Nine will be homeported in San Diego, Eleven in Long Beach.

A minimum of home port changes were involved in the transition. The dock landing ships *uss Alamo* (LSD 33) and *Tortuga* (LSD 26) will move from San Diego to Long Beach, and the high speed transport *Diachenko* (APD 123) shifts from Long Beach to San Diego.

San Diego is also home port for two new ships, the amphibious transport dock *uss Duluth* (LPD 6), and the amphibious assault ship *Tripoli* (LPH 10).

## New Construction

The fleet ballistic missile submarine *uss George Washington Carver* (SSBN 565) was commissioned recently at Newport News. Capable of firing the *Polaris A-3* missiles, she is the 37th SSBN in commission.

Recently launched was the nuclear attack submarine *Ray* (SSN 653), at Newport News.

The nuclear attack submarine *Haddock* (SSN 621) was also launched. *Haddock* displaces 4300 tons submerged, is 278 feet long, and 31 feet wide. Her armament consists of four 21-inch torpedo tubes amidships, and *Subroc*. The first *Haddock* (SS 231) participated in 13 war patrols during World War II. She was awarded four Presidential Unit Citations and 11 battle stars.

The keel has been laid for the replenishment fleet oiler *Wichita* (AOR 1). She will be built at Quincy, Mass. *Wichita* will be capable of providing one-stop replenishment for destroyers, including the transfer of fuel, refrigerated and dry provisions, food, and ammunition. She will be 659 feet long, 96 feet at the beam, and will displace 37,360 tons fully loaded.

In addition to the construction of new vessels, the Fleet is being enlarged to meet the current pace of operations by recommissioning ships that have spent time in mothballs.

The gasoline tanker *uss Patapsco* (AOG 1) was recommissioned at Portland, Ore. She is designed to provide petroleum replenishment to advanced or overseas bases or to ships. *Patapsco* is due to join the Service Force, U. S. Pacific Fleet, at Pearl Harbor.

The ammunition ship *uss Chara* (AE 31) was brought back into the Fleet at Portland, Ore. Formerly an attack cargo ship, *Chara* was converted in 1965. She is designed to transport and deliver ammunition, missiles or other ordnance to fleet or shore commands.

Four tank landing ships (LST) have been recommissioned from the Reserve Fleet at Long Beach. They are *uss Sedgwick County* (LST 1123), *Hampshire County* (LST 819), *Iredell County* (LST 839), and *Pitkin County* (LST 1082).

## BUILDERS OF THE NAVY



Forty-nine years ago next month, the U. S. destroyer *Cossin* was patrolling off the Irish coast when Gunner's Mate Osmond K. Ingram sighted the torpedo of a German submarine racing toward his ship's stern. Ingram realized that, if the torpedo found its mark, it would strike his ship about where the depth charges were stowed. Instead of saving himself, Ingram deliberately rushed aft to throw the charges overboard. The torpedo struck home and Ingram was killed in the explosion. Although Ingram died in his attempt to save his ship, his selfless act served to save the lives of his fellow Navymen.



## Markab Joins the Club

USS *Markab* (AR 23) has joined the over-25 club. The repair ship completed her quarter-century of naval service while in Yokosuka, Japan.

*Markab* was to have been the commercial ss *Mormacpenn* but was pressed into Navy service during the emergency which preceded the United States' entry into World War II.

The ship was commissioned on 15 Jun 1941, as an attack cargo ship. In 1942 she was converted to a destroyer tender and supported many invasions in the Pacific. In 1947 she was placed in mothballs.

Like much of the Reserve Fleet, *Markab* was reactivated during the Korean conflict. Joining the Fleet once more, she was assigned to the Atlantic destroyer force in 1952. In July 1956 she was again placed in mothballs.

In 1960 *Markab* made another comeback, this time as a repair ship. Her home port was changed to San Francisco, with berthing at Alameda.

During her present overseas deployment *Markab* has serviced ships in Manila Bay and Subic Bay, Philippines, and at the Naval Base in Yokosuka, Japan. Since leaving the U. S., *Markab* has completed some 6000 jobs on more than 120 ships.

## Gadgets to Get Big Squeeze

A high pressure test and evaluation device capable of exerting pressures as great as 20,000 pounds per square inch (comparable to the pressure that would occur at a depth of about eight and one-half miles beneath the surface of the ocean) has been developed by the U. S. Naval Oceanographic Office.

Designed to test instruments in undersea work, the device can accept instruments up to eight feet in length. It can subject these instruments to pressures which would be encountered in the deepest known parts of any ocean. The testing device weighs 18 tons.

Officials of the Testing Division of the Naval Oceanographic Office, operators of the new device, said that tests have already caused a redesign of several underwater instruments. When subjected to pressure tests, some instruments, designed to operate at specific depths, failed to meet the claims made for them.

When possible, equipment will be depth-tested at locations such as the



CLAIM TO FAME for newly commissioned USS *Fox* (DLG 33) is ability to launch *Asroc* and *Terrier* from same system. She also has NTDS computers.

Navy Yard in Washington, D. C., rather than at sea. Time and money savings will be considerable.

## Shuttle Run for Elkhorn

USS *Elkhorn* (AOG 7) has returned home to Pearl Harbor after an eight-month shuttle run off the coast of Vietnam.

The ship, serving with Naval Support Activity, Da Nang, helped supply the Da Nang and Chu Lai air-

fields with jet fuel and vehicle and aviation gasoline. *Elkhorn* was engaged in shuttle runs from deep-draft tankers at sea to the beaches, where her shallow (20-foot) draft allowed her to come in close and pump the fuel ashore through floating or submerged pipelines.

During the deployment in the combat zone, *Elkhorn* pumped close to 15 million gallons of fuel ashore in support of military operations.

**NOSEY LADY**—In her 21-year career, USS *St Paul* (CA 73) has had her nose (or bow), if you prefer, in WWII, Korean action and current Vietnam conflict.





**LIGHTING UP**—Crewman at McMurdo Station, Antarctica, lights fuel drum to help mark runway for emergency evacuation. **Right:** Injured sailor is put into ambulance at Christchurch, N. Z., after mercy flight from Antarctica.

### Mercy Mission

The flickering torches illuminating the ice at McMurdo Sound weren't put out for an Antarctic luau. They were there to mark a landing field on the ice for a Navy *Hercules* LC-130F arriving from Quonset Point, R. I., via Washington, D. C., and Christchurch, New Zealand.

The purpose of the trip was extremely serious. A member of the wintering-over party was critically ill and had to be evacuated to Christchurch.

The ski-equipped LC-130, provided with an extra fuel tank, took off from Quonset Point and, after a quick stop at Washington, to pick up the Deep Freeze Staff flight surgeon, weather specialists and Deep Freeze chief, Rear Admiral Fred Bakutis, the *Hercules* was off on its 13,800-mile mercy mission.

Luckily, upon arrival at McMurdo, the wind was blowing at a comparatively gentle 15 knots. The *Hercules* made a satisfactory landing on the ice where it kept its engines running to prevent a freeze-up in the minus 14-degree cold.

The sick Navyman, shortly afterward, was on board and the plane was in the air again for the return trip to Christchurch and a hospital.

This was the third mercy mission flown to the Antarctic during the winter. In April 1961, an aircraft landed at Byrd Station and evacu-

ated a Soviet exchange scientist wintering over at that U. S. station. He was suffering abdominal pains which failed to respond to treatment. Although complete darkness had not descended on Byrd Station, the expedition was in its wintering-over phase.

The second took place in June 1964 when a critically injured man was safely evacuated, also in a Navy *Hercules*.

### Swift Rescue

When the crew of a Navy *Swift* boat begins a patrol in South Vietnam, it can never be certain whether it will be called upon to impede the enemy or to help a friend.

The crew of one *Swift* on a routine patrol near Song Cau in central Vietnam, after sighting a junk, went in closer for a look-see. It saw a sinking boat badly overloaded with 157 frightened Vietnamese.

When the *Swift* came alongside, everyone from the junk frantically climbed aboard the Navy boat, intending to carry only its crew of six.

The patrol boat nevertheless took them all aboard and gingerly steered a course for *uss Vance* (DER 387) as the erstwhile passengers of the junk watched it succumb to the wind and heavy sea and disappear from sight.

The refugees, who were fleeing their home at Song Cau to escape

the Viet Cong in that area, were later turned over to Vietnamese authorities who took them to their destination.

### Nice While It Lasted

Each year, some time in April, several Seventh Fleet ships receive special duty assignments: Go to Australia. Go to New Zealand.

The annual occasion is the anniversary of the Battle of the Coral Sea. In the engagement, which began 4 May 1942 and continued until 8 May, the Japanese drive south toward the two friendly nations was halted.

This year the chosen ships were *uss Benjamin Stoddert* (DDG 22), *uss Pine Island* (AV 12), *uss Berkeley* (DDG 15) and *uss Bugara* (SS 331). All four were due to return to CONUS after deployments to WestPac. Australia and New Zealand were their last foreign ports of call.

*Bugara* visited the western Australian cities of Perth, Fremantle and Geraldton. The other three ships visited Sydney, Brisbane, Adelaide, Melbourne and Hobart, Australia, and Auckland and Wellington, New Zealand. In each instance the reception was the same: Rather friendly.

The Australian-American Association, the Retired Servicemen's League and other organizations arranged an almost continuous round



of activities for both officers and enlisted men. Royal Australian Navy enlisted men's clubs were opened to U.S. Navy EMs during the visits.

As the stories are recounted, however, it is the individual hospitality which comes through most clearly. Sailors were invited to private homes for meals and for overnight and weekend visits. They were given sightseeing tours by enthusiastic citizens.

The Navy and the Navymen returned the hospitality by opening their gangways to public visiting. *Berkeley*, 437 feet from bullnose to taffrail, counted 10,725 visitors during five days at Adelaide.

There were things doing, constantly. Ships' bowling teams engaged in matches with Australian bowlers in several cities. A folk-singing group from *Benjamin Stoddert* appeared on television in Sydney and Melbourne and in Wellington, N. Z. Chaplains from the ships conducted Sunday services in Australian churches. The ships provided marching units for Coral Sea memorial services which were conducted in all the principal cities of both countries.

Having just come from the South China Sea, where they had supported operations in Vietnam, the sailors' sea stories were of great interest to both the Australians and New Zealanders. Bull sessions had large audiences and in many cases the Navymen were treated like conquering heroes home from the wars.

Guest of honor for the ceremonies was Vice Admiral Paul H. Ramsey, Deputy Chief of Naval Operations (Air). The choice was appropriate: In 1942 he had commanded the air group aboard *uss Lexington* (CV 2) during the Coral Sea battle.

With Admiral Ramsey came the



**HOMEMADE**—Helicopter picks up cargo from the portable fantail platform of the attack cargo ship *USS Muliphen* (AKA 61). Platform was built by crew.

CINCPACFLT band and the drum and bugle corps from the Fleet Marine Force, Pacific. They were kept busy. In addition to official commemoration ceremonies and balls, the musical units had many opportunities to entertain everyone. Both groups played luncheon concerts in city parks, and performed at orphanages, schools and veterans' hospitals.

In Sydney the bands combined for a half-hour television show. The CINCPACFLT band later recorded two radio shows in Wellington. The drum and bugle team probably played to the largest single audience, however, when they performed for 40,000 at half-time during an Australian rules football game at the Sydney Cricket Grounds.

The airdales were there too. Whether by accident or on purpose, a flight of four P3 *Orion* aircraft

checked in from Barber's Point, Hawaii, just in time for the festivities.

The air forces of both Australia and New Zealand had ordered the ASW *Orion*, and were awaiting delivery. In the meantime, Patrol Squadrons 22 and 42 from Hawaii had been given the assignment of demonstrating the aircraft.

The crews were soon deeply involved in celebrating the 24th anniversary of the Battle of the Coral Sea. The planes touched down at Sydney, Melbourne, Canberra and Adelaide, Australia, and at Auckland, New Zealand. The air force men were given a thorough demonstration. So were the local civilians.

When it was all over, the units headed home for their hard-earned leave and liberty period.

—G. P. Fuller, JO1, USN

*USS LA SALLE* (LPD 3) learns the ropes with dummy capsule as part of the U.S. space flight recovery team.



## Saigon Unit Commended

You don't really need to be one in a million. One in about four thousand will do.

Four thousand is the approximate number of men who were awarded the Navy Unit Commendation for service with Headquarters Naval Support Activity in Saigon between 1 Jul 1962 and 15 Mar 1966.

Although HEDSUPACT reached a peak strength of slightly more than 1000 men before its functions were transferred to the Army in May, it was at one time supporting nearly 150,000 troops in the Republic of Vietnam with responsibilities in the fields of supply, security, housing, transportation, legal aid, medical care, food service, recreation, pay and a host of other functions.

The Secretary of the Navy cited the unit for its effectiveness in building up U. S. counterinsurgency forces despite relatively few personnel, a strange environment and long supply lines.

Navy men who served with the Naval Support Activity in Saigon during the eligibility period are entitled to wear the Navy Unit Commendation ribbon.

## Sutter County Recommissioned

*Sutter County* is the third of 17 LSTs to be recommissioned to meet increasing demands in Vietnam.

*uss Sutter County* (LST 1150) was returned to active service in Portland, Ore., this spring after 20 years in the Reserve Fleet. She was first commissioned in June 1945. After



PEARL HARBOR BOUND—Fleet ballistic missile submarine *USS Benjamin Franklin* (SSBN 640) surfaces in Pacific as her Gold crew takes the sub to Pearl.

participating in the occupation of Japan, she was decommissioned in 1946 and berthed in the Bremerton Group of the Pacific Reserve Fleet.

Before her recommissioning, she received an extensive overhaul and modernization.

## Survey Ships Transfer

Three Atlantic Fleet surveying ships have been switched to the Pacific Fleet and are now homeported in Pearl Harbor.

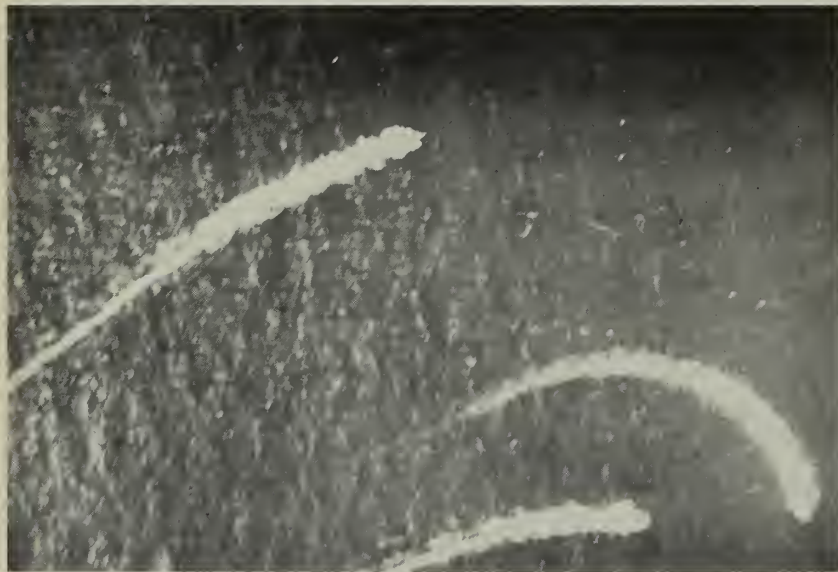
*uss Tanner* (AGS 15), *Sheldrake* (AGS 19), and *Towhee* (AGS 28)

have joined three other surveying ships, *Maury* (AGS 16), *Serrano* (AGS 24), and *Rehoboth* (AGS 50), under the command of Commander Service Force, U. S. Pacific Fleet.

*Tanner* and *Sheldrake* were formerly homeported in New York City, while *Towhee* transferred from Norfolk.

The three ships carry modern electronic, navigational and surveying equipment for plotting the contours of the ocean floor, and charting the tides and currents. The information they gather is used to produce nautical charts and publications.

NO PLACE TO HIDE—North Vietnamese PT boats make maneuvers in Gulf of Tonkin while pursued by Navy aircraft and DDs. They were sunk by aircraft.



## Amphibs Head for Pacific

The Atlantic Fleet Amphibious Forcé is fatter by two ships, with the extra tonnage provided by *uss Duluth* (LPD 6) and *uss Coconino County* (LST 603).

The two ships are undergoing amphibious training at Little Creek, before joining the Pacific Fleet.

*Duluth*, one of the new amphibious transport docks (LPD), is 570 feet long and displaces 17000 tons fully loaded.

The LPD combines the capabilities of troop transport and cargo carrying ships, enabling embarked Marines to travel to the assault area on the same ship with their heavy equipment.

*Duluth* has a crew of 30 officers and 460 enlisted men. She can carry



930 combat troops and 2000 tons of supplies and equipment.

The tank landing ship *Coconino County* was recommissioned at Philadelphia.

First commissioned in April 1944, she operated in the European Theater during World War II, supporting the Seventh Army and the Free French First Army in the initial landings in Southern France. She was decommissioned on 12 May 1955.

### Amphibs Deliver Cannons

**T**wo SHIPS of the Atlantic Fleet Amphibious Force recently had a hand in delivering three ancient cannons to their final emplacement in the Naval Museum in the Navy Yard Washington, D. C.

Two of the old cannons were part of a battery which fired the first gun salute to the United States on 16 Nov 1776. The guns boomed a Gallows Bay welcome from Fort Oranje, on what was then the Dutch Island of St Eustatius, to the 14-gun American brig *Andrew Doria*.

This first salute to the flag of the new nation enraged the British, then fighting to suppress the American revolution.

About four years later the guns were piled outdoors, where they lay for 90 years. When an American schooner came looking for scrap in the 1870s, the cannon were thrown over a cliff to the shore. But the schooner could take only four. The

**TAKING A LOOK**—Officers look at USS *Agerholm's* Drone Antisubmarine Helicopter. DD recently celebrated 10 DASH landings, 50 flight hours.



**HERE'S THE SCOOP**—CB equipment operators move the earth to build additional runways at Chu Lai, Vietnam, as USAF C130 cargo transport is loaded.

rest lay on the shore, scoured by tide and sand, slowly disappearing under the sand and rock until history buffs teamed up to reclaim them.

Three of the guns were recovered. The Director of Naval History accepted the two largest. These six-foot, 1300-pound guns that fired six-pound balls, sailed to St Maartens by sloop, flew dangling from NAS Roosevelt Roads helicopters to Puerto Rico, and then were taken by LCU to St Thomas, V. I. The longest voyage on the way to the Naval Museum began there, when they were loaded on board the dock landing ship *uss Spiegel Grove* (LSD 32). They were taken to Little Creek, Va., to await transportation by truck to Washington.

The eight-foot cannon salvaged by *uss Traverse County* (LST 1160) came from the wreck of the steam barque of war *uss San Jacinto*, which was holed during the Civil War in 1865 on a reef off Abaco Island, in the Bahamas.

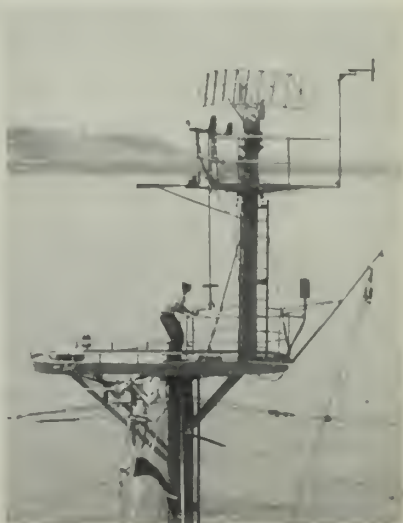
It was just such reefs that *Traverse County* had come to dispose of. When the Navy Seal team and 30 tons of high explosives had taken care of the reef that caused the wrecking of *San Jacinto*, the ship took the gun aboard.

It was one of three found lying in shoal waters where they had been dragged 67 years earlier by the

great-grandfather of Mr. Harold J. Lowe. Learning of the Navy's interest in the guns, he donated one to the Naval Museum and will erect the other two in a little park marking the ancient wreck.

A few hours of clever deck rigging and LCVP seamanship snatched the relic from its resting place and sent it beyond the reefs to *Traverse County* for a ride to Little Creek. Like the other two guns, it went to Washington by truck.

**HAND CRANK** served to turn radar antenna aboard *USS Cacapon* (AO 52) when drive motor failed to work.



# BOOKS

## SECNAV READING LIST OFFERS A WIDE RANGE OF SUBJECTS

**T**HOSE BOOKS selected for the SecNav Reading List will be discussed this month.

As you may know, this list is compiled at intervals by an advisory committee of Navy officers and civilians appointed by the Secretary of the Navy. The committee tries to select the more significant current books which discuss national and international affairs, science, history, people and any other subject which will enable Navymen to broaden their understanding of today's events. A big order.

The inclusion of a book or article in this list does not imply official endorsement of the book or the views of its author, nor does it imply any obligation to read it. The list is intended solely as a guide to those who want to know what's going on in the world—particularly as it applies to the Navy.

Generally speaking, the books listed here and in any subsequent SecNav Reading List may be found in shipboard libraries and in the general libraries at shore bases. If your local ship or station library does

not have the title you want, it may be obtained by writing to the appropriate Navy Auxiliary Library Service Organization outlet listed on the following page.

### Historical Perspective

Three books are suggested that will give a historical view of what's going on today:

**Yankees and Samurai**, by Foster Rhea Dulles. A lively and entertaining account of 19th century Japanese-American relations from 1791 to 1900, it shows America's role in the emergence of modern Japan.

**The Proud Tower**, by Barbara W. Tuchman. A world moving toward World War I is portrayed in personal, impressionistic and vivid historical detail—the aristocrats and the anarchists, the Dreyfus Affair and the Peace Conferences, Captain Mahan and Richard Strauss. Covers the period from 1890 to 1914. By the author of *Guns of August*.

**The Liddell Hart Memoirs: 1895-1938**, by Captain Basil Liddell Hart. Britain's distinguished military analyst and historian was an early advo-

cate of mechanized armored forces and air support. This first volume of his memoirs interweaves personal history with the development of his strategic theories and with shrewd impressions of military men and statesmen.

### Background on Policy Making

The technological, economic, military and diplomatic elements in national strategy all have a bearing on national policy. Some books which express varied ideas and trends are:

**The Crisis Game**, by Brig Gen Sidney F. Giffin, USAF (Ret). This short book surveys the history of "war gaming," electronic means for games simulation and politico-military gaming techniques. Provides the players with valuable insights on the interrelation of politics and diplomacy to any military action, says the author.

**The Missile Crisis**, by Elie Abel. A report on the two-week Cuban crisis. Describes the hour-by-hour decision-making core of the U. S. diplomatic and defense system.

**Decision-Making for Defense**, by Charles J. Hitch. Discusses the basic ideas and management techniques of systems analysis developed in the Department of Defense. The



FLIGHT TIME CHAMP—RA-5C *Vigilante* serving aboard *Kitty Hawk* (CVA 63) claims flight time record for class by logging 351 hours of air time and 195 sorties in one month during carrier's combat operations in Southeast Asia.



### Books by Mail

If your local Navy library doesn't have the SecNav Reading List book you want, it may be obtained by writing to the appropriate outlet listed below:

- If you are stationed in Northeast, European, or Middle East areas, submit your request to: Chief of Naval Personnel (G14), Department of the Navy, Washington, D. C. 20370.

- If you are stationed in Southeast, Mediterranean or Caribbean areas, submit your request to: Commanding Officer, U. S. Naval Station (Library-ALSC) Bldg C-9, Norfolk, Va. 23511.

- If you are stationed in Midwest, Southwest or Pacific Coast areas, submit your request to: Commanding Officer, U. S. Naval Station (Library-ALSC), San Diego, Calif. 92136.

- If you are stationed in the Pacific or Hawaiian areas, submit your request to: Commanding Officer, U. S. Naval Station (Library-ALSC), Box 20, FPO San Francisco 96610.

- If you are stationed in the Far East or Guam areas, submit your request to: Commanding Officer, U. S. Naval Station (Library-ALSC), Box 174, FPO San Francisco 96630.

author says that "the job of the systems analyst is to free the decision-maker from questions that can best be resolved through analysis, leaving to him those more difficult questions which can only be resolved on the basis of judgment." Gives the uniformed military planners more opportunity than ever to influence programs, he says.

**Soviet Military Policy**, by Raymond L. Garthoff. A historical analysis of the relationships of war, peace and revolution in Russian policy; the role of military power in Soviet society, ideology, internal and foreign policy and policy-making; and Sino-Soviet military relationships.

**Obligations of Power**, by Harlan Cleveland. Calls attention to the responsibilities of crisis diplomacy and gives the reader a glimpse beyond professional military problems into the questions of national interest, freedom and human rights.

**Beyond the Cold War**, by Marshall D. Shulman. Points up the sometimes distorted perceptions that may exist in the U.S.S.R. and in U.S. about conditions in the other country, and discusses various suggestions intended to encourage Russia to move toward international cooperation.

**The Scientific Estate**, by Don K. Price. Concerned with the relation of science to politics and society, and the scientific community's role in our constitutional system. The author hopes U. S. political creativity will develop a new system of checks and balances that will separate the responsibilities of the scientist from those of the administrator and politician in society's structure.

### The Navy's Global Interests

For a look at some regional problems:

**Naval Review, 1966**, U. S. Naval Institute. The value of the Fleet as an instrument of U. S. foreign policy is the theme running through many of the essays in this fourth annual review of naval affairs.

**The Naval Profession**, by RADM James Calvert. Describes the opportunities for training, education and a commission. Describes what the Navy does, its traditions, future and rewards of naval service.

**The Security of Southern Asia**, by D. E. Kennedy. Takes a fresh look at area defense problems, the future of SEATO, Russian, Chinese and U. S. policies there, and subversion

and counterinsurgency.

**Southeast Asia's Second Front**, by Arnold C. Brackman. Describes the struggle for power in the Malay Archipelago.

**Dimensions of Conflict in Southeast Asia**, by Bernard K. Gordon. Concentrates on conditions in the Philippines, Cambodia, Indonesia and Malaysia which affect stability, and examines regional economic and political cooperation.

**The Vietnam War: Why?**, by M. Sivaram. An explanation of the struggle in Vietnam and a report on the military and political forces at work there.

**Brain Washing**, by Edward Hunter. A paperbound reprint first published in 1956, this study provides useful background information for anyone interested in Asia.

**China and the Peace of Asia**, edited by Alastair Buchan. A series of essays which review China's policies, her impact on the rest of Asia and the responsibilities of external powers.

**A Businessman Looks at Red China**, by James S. Duncan. A Canadian's assessment of China today as based on travels in China in 1959 and 1964.

**Long Live the Victory of People's War**, by Lin Piao. A major Chinese policy statement on strategy for world communist domination.

**Eye on Cuba**, by Edwin Tetlow. Based on more than a dozen trips to Cuba between 1958 and 1965, this is an analysis of Castro, his revolution and the state of Cuba today.

### Deep Reading

*Polaris* submariners have to know a lot about lots of things. Nuclear propulsion, missile systems, air manufacture, and much more. Now, they have begun learning to edit the news.

Pacific-based SSBNs are taking turns sending one of their Petty Officers on temporary duty to the COMSUBPAC Public Affairs Office in Pearl Harbor to gather the daily news and see that it gets to the *Polaris* submarines on patrol.

The fledgling news editors are, of course, from one of the off-duty crews. Their stint as copy editor usually lasts three weeks.

While on duty as editor, the submariner's job involves reading through all the wire service news copy that comes over the teletype each day. He selects an average of

40 articles a day, and cuts them down to as few words as possible to tell the story. The batch of news is then passed to the COMSUBPAC communications people, who transmit it, along with other traffic, to the deployed submarines.

The editor also saves up feature articles and humorous stories during the week for transmission over the weekend as a sort of Sunday supplement.

Often included as part of the package are the stock market reports, which, while interesting enough to the stockholders on board the submerged subs, could get a little frustrating. If a certain stock should soar, the deployed financier would have to wait as long as 60 days to make his killing on the market.

# THE BULLETIN BOARD

## Those Absentee Ballots Provide Voting Booths in Every Ship

**B**Y THE TIME you read this you will, if stationed overseas, have been handed a Federal Post Card Application for Absentee Ballot; if stationed in the United States, you soon will receive one.

It will be a simple, routine ceremony—if that—but it is more important. It is a reaffirmation of your right to vote and it is this right, which is yours by birth, which is the cause of much of the strife in the world today.

By tradition and law, military men do not participate in political campaigns, but they do share with other citizens the privilege and responsibility of voting.

To make it easier for members of the armed forces to exercise their rights in this respect, the Federal Voting Assistance Act of 1955 recommended that state governments adopt simple and uniform absentee voting laws. Since then, all states have made it possible for military men (and their dependents) to cast their vote by means of absentee ballots in state and national elections.

Each state makes its own laws regarding qualifications that must be met before its citizens may vote. These vary from state to state. In general, qualifications cover citizenship, age, length of residence in the state and voting district, and registration. Briefly, requirements vary in:

- **Age**—The minimum age to vote is 21 in all states except Alaska, Georgia, Hawaii and Kentucky. In Georgia and Kentucky 18-year-olds may vote. Residents of Guam may also vote at age 18, but Guam does not participate in national elections. Alaska has fixed the minimum age for voting at 19; Hawaii, 20.

- **Residence**—Every state requires a minimum period of residency before you can vote. These requirements vary from state to state. The state, city or county (or township) in which you lived before entering military service is usually considered your legal residence for voting purposes, unless you have established a legal residence elsewhere.

Navymen who want to establish a new voting residence must meet the

state's legal requirements. They must have lived within the state for the required length of time; normally must not have resided exclusively on military property (Hawaii and California are exceptions here), and must intend to make the new state their permanent home when they retire from active duty or are released from active service.

The law usually holds that the voting residence of your wife is the same as yours.

- **Registration**—Nearly all states require some form of registration—that is, placing your name on the state's list of qualified voters. Procedures vary from state to state.

Many states permit registration by absentee process, and some will register a qualified voter at the same time they accept a Federal Post Card Application, or a voter absentee ballot.

In other states, you must be registered before applying for a ballot. This means that, in some cases, if you are not already registered, you won't be able to vote this fall. Your Voting Officer will be able to tell you the specific rules which apply to your state.

- **Character**—In addition to the qualifications concerning age, residence and registration, some states further require that you must be of good character, or must not have been convicted of a felony unless pardoned. This determination is a

problem of the proper official of the state in which you will vote. It is not the responsibility of your Voting Officer or any other Navy official to make this determination if the question should arise.

As you know, no person has the right to inquire as to your voting preference. The person or persons for whom you vote is your own business and no one else's. No Navy person is permitted to attempt to influence your vote.

The actual marking of your ballot—your vote—must be done in secrecy. This is the law.

One further point. The Navy is required to provide statistical data concerning absentee voting for inclusion in a report to the President and Congress. Thus, you may be asked after the election if you voted in the general election and, if so, if you voted by absentee ballot or in person.

This poll is in no way an attempt to invade your privacy or an attempt to determine for whom you voted. It is simply a statistical attempt to learn if the Federal Voting Assistance Program is working properly.

### A Realistic Training Ship

Any Vietnam-bound sailor who has just finished his training, hopes it has been realistic enough to teach him the ropes when there's a real enemy shooting back.

The commanding officer of the U. S. Fleet Training Center at San Diego was concerned with training realism, too. He first considered using another dry-land ship like *uss Recruit* (TDE 1). What, however, could be more realistic than an honest-to-goodness destroyer? He now has one.

The destroyer is the former *uss Gregory* (DD 802), late of the Pacific Reserve Fleet. She has been rechristened *Indoctrinator*. After she is modified, she will be used to teach young Navymen gunnery, engineering, seamanship, damage control and fire fighting.

*Indoctrinator* can also be counted on from time to time to provide spare



"... Er ... uh ... got a cigarette, Boats?"



parts for Vietnam-bound destroyers who do not have time to obtain them through ordinary channels. Inasmuch as *Indoctrinator* is not actively engaged in hostilities, the CO figures she can defer to those that are. The equipment borrowed is returned in kind.

The 2050-ton destroyer was launched in May 1944 and saw action at both Iwo Jima and Okinawa. She was awarded two battle stars for her part in these actions. Among her battle scars are those inflicted by the direct hit of a Japanese kamikaze plane.

### Joint Travel Regulations Changes Affect Details of Per Diem, POV Shipments

Change 162 to the *Joint Travel Regulations* became effective on 1 Jul 1966. The following is a summary of the major changes, which concern per diem rates and the shipment of privately owned buses and trucks.

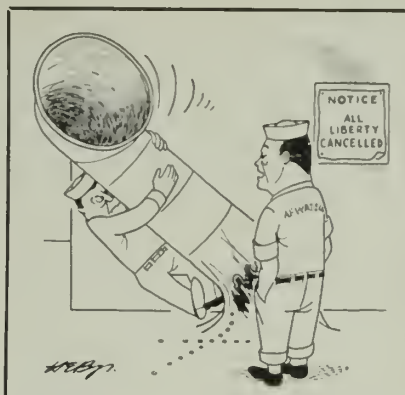
- *Paragraph M 4204-3*: Provides that the scheduled departure and actual arrival time of the aircraft at the terminal will be used as the time of departure and arrival in computing per diem.

- *Paragraph M 4205-5*: Requires a deduction from enlisted men's per diem for each meal furnished from non-government sources on days of arrival at or departure from a temporary duty station.

- *Paragraph M 4205-6 and M 4256-6*: Prohibits payments of per diem allowances for occasional meals when the member does not use occasional meals from non-government sources where a flat daily charge for three meals is assessed unless his duty assignment prevented their use and the meals were procured from another source. The change also established a minimum per diem rate of \$1.00 for Navymen on temporary duty outside the U.S. when both government quarters and mess are available.

- *Paragraph M 4254-2*: Establishes a required deduction from enlisted men's per diem rate for each non-government meal furnished without charge on days of arrival at or departure from a temporary duty station.

- *Paragraph M 4303-2, 3*: Prescribes controls governing the pay-



"It's silly to vent one's displeasure on inanimate objects."

ment of temporary lodging allowance and sets forth the responsibilities of the overseas commander in minimizing the period of entitlement.

- *Paragraph M 11000-1*: Removes

¾-ton and 17.6 measurement tons limitation with regard to the shipment of trucks.

- *Paragraph M 11000-2*: Provides for collecting from Navymen the additional cost incurred in shipping pickup or panel trucks, or such trucks when converted to campers, weighing in excess of 20 measurement tons.

For further information, see the pertinent articles in the current *Joint Travel Regulations*, Volume I.

### Correspondence Courses

A new officers' correspondence course and a revised enlisted correspondence course are now available. They are: OCC Mine Warfare, NavPers 10428 (Confidential), and ECC Disbursing Clerk, 3 & 2 NavPers 91436-3B which supersedes NavPers 91436-3A.

## WHAT'S IN A NAME

### Submarine Schnorkel

By spring of 1945, Germany's Grand Admiral Doenitz must have been well aware that his decimated U-boat force could do little to halt the tide of men and material flowing eastward from the United States to supply allied forces in Europe.

In her last hours, however, Germany made use of what may have been one of the most significant innovations of the war—a schnorkel device which made it possible for submarines to operate their diesels thereby charging their batteries while submerged.

The schnorkel was Dutch in origin, although the Germans went on to develop and exploit it toward the end of WW II.

If the schnorkel submarine had been developed earlier in the war, it most certainly would have left a heavy mark on allied fortunes. Coming late in the war, as it did, it could only be counted upon to inflict relatively

minor damage to American shipping and perhaps even hurl rockets into New York or Boston.

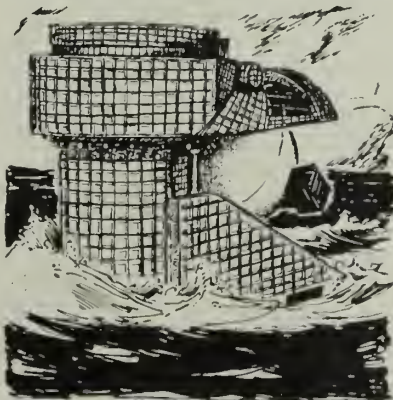
The United States was well informed concerning Germany's development of the schnorkel and, when intelligence reports indicated that a force of schnorkel submarines was en route across the Atlantic toward the United States, an antisubmarine task force consisting of four escort carriers plus about 50 destroyers and destroyer escorts was dispatched to mid-Atlantic to be ready when the first German super-sub passed by.

As events developed, only two or three passed by and kept going. The others were stopped dead in mid-Atlantic. Two or three escaped the mid-Atlantic antisubmarine force and torpedoed five ships just off the United States coast. They were destroyed by U.S. Naval forces, one of them off Newport Harbor.

A hunter-killer group composed of two destroyers and two destroyer escorts was operating off the Boston light when it made sound contact with the last of the group of German schnorkels.

One of the DEs opened fire with hedgehogs but missed the mark. On the second try, the men in the DE heard a heavy explosion but there was no upsurge of debris to confirm the possibility of a hit. There were successive hedgehog attacks but nothing else happened.

Later, the DE discovered a good-sized all slick on the face of the Atlantic but it wasn't until after war's end that investigations proved that the schnorkel sank almost within range of the Boston light.



# NROTC Exams Again Offer a Chance for Degree, Commission

**F**INAL PREPARATIONS are being made for the 21st annual competition to select those young men who will be enrolled as midshipmen in the Regular NROTC in 1967.

The program is available primarily to high school seniors or recent graduates, but active duty and Reserve enlisted personnel are also invited to apply. (Active duty personnel who wish to apply must make the same arrangements as civilian personnel, and must be available for medical examinations and interviews when they are scheduled early next year.)

Applicants for this program must be:

- A male citizen of the United States.
- At least 17, but not yet 21 years old as of 30 Jun 1967.
- Unmarried and never have been married.
- Physically qualified.
- A high school senior or graduate. (For the current program, selectees must enter college in September 1967):

The qualifying examination—the Navy College Aptitude Test—will be conducted on 10 Dec 1966. Applications must be received by the Naval Examining Section of Educational Testing Service, Princeton, N.J., by 18 November. Examination centers will be established at certain naval shore activities overseas as well as throughout the U. S.

Applicants receiving a qualifying score on the test will be scheduled for medical examinations and interviews between 17 January and 24 Feb 1967. About 2000 will be selected by special committees convened in each state and territory during March to attend college next fall.

The purpose of the Regular NROTC program is to educate and train well qualified young men for careers in the naval service. Selected applicants receive four years of government subsidized education at one of 52 colleges and universities throughout the country. In addition to tuition and other educational expenses, the Navy furnishes books, uniforms, and a \$50 per month subsistence allowance.

NROTC midshipmen have a wide choice in their major fields of study, but must complete 24 semester hours of naval science courses and partici-

pate in three summer training cruises. After receiving their baccalaureate degree, Regular NROTC students are commissioned in the Regular Navy or Marine Corps, with the same rank, promotional opportunities and choices of duty assignments as their Naval Academy contemporaries.

Regular NROTC graduates must

• **FIELD ADVANCEMENTS**—Vietnam-based Navy enlisted personnel can now receive field advancements in cases where, due to operating conditions, they are unable to prepare adequately for the Navy-wide competitive examinations.

Commanding officers and officers in charge of units in Vietnam can waive the exam for as many personnel as there are billets available in each rating and pay grade, as determined by the current BuPers 1080-14 (Enlisted Distribution and Verification Report). The 1080 current as of 1 July will be the guide for waiver of the August exams, and that of 1 January for the February exams.

If no billets exist for the next higher pay grade in a certain rating, commanding officers can still authorize one waiver. Personnel for whom no quota exists (beyond the one) will, of course, be allowed to take the Navy-wide competitive exams.

Commanders of the respective units will decide if men in their unit have had time to prepare adequately for the examinations.

To be eligible, personnel must have met all other advancement requirements, and be serving in Vietnam on the date of the examination. However, if a man is in Vietnam on the eligibility date (1 July or 1 January), but not on the exam date, his exam may be waived if he served in Vietnam for 30 consecutive days.

The program is applicable for advancement to pay grades E-4 through E-7, but in the case of advancement to E-7, the individual must have previously passed the examination.

Announcement of the advancements will be made in the normal manner, via a letter from the Naval Examining Center, and those gaining field advancements will have the same effective date of advancement as the rest of the Fleet.

serve on active duty for a minimum of four years. If they resign their commissions at a later date, they must agree to accept a commission in the Naval or Marine Corps Reserve and may not resign this commission before the sixth anniversary of their original commissioning date.

In addition to the Regular NROTC program, the Contract NROTC program is available at each of the 52 participating colleges and universities and at the Massachusetts Institute of Technology.

Contract students are selected by commanding officers of NROTC units from freshmen and sophomores currently attending an NROTC-participating college or university. Both a two- and a four-year Contract NROTC program are available.

Information bulletins containing more detailed information may be obtained from the Chief of Naval Personnel, Navy recruiting stations, and local high schools.

## Reservists on Active Duty In These Rates Can Ask For Regular Billet

The Chief of Naval Personnel has issued a revised list of open rates in which active duty Reservists may enlist in the Regular Navy or continue on active duty in a Reserve status.

To be eligible, a man must have the recommendation of his commanding officer. The recommendation will be based upon background, performance, conduct and capability.

The applicant must also be serving on active duty. Temporary active duty or active duty for training does not qualify. He must be a citizen of the United States or an immigrant who can prove he intends to become a citizen.

The applicant must not be over 40 years old and be able to complete 20 years of active duty before reaching the age of 51 to qualify for enlistment in the Regular Navy.

The revised list, which was issued as Change 1 to BuPers Inst. 1130.41, includes the following rates:

|     |     |     |      |
|-----|-----|-----|------|
|     | BM1 | BM2 | BM3  |
|     | QM1 | QM2 | QM3  |
|     |     | RD2 | RD3  |
|     |     | SM2 | SM3  |
| STC | ST1 | ST2 | ST3* |
|     |     |     | MN3  |
|     |     |     | GMG3 |



|     |     |      |        |
|-----|-----|------|--------|
| FTC | FT1 | FT2  | FT3*   |
| ETC | ET1 | ET2  | ET3*   |
| DSC | DS1 | DS2  | DS3    |
|     |     | DM2  | DM3    |
|     |     | RM2  | RM3    |
| CTC | CT1 | CT2  | CT3**  |
|     |     | YN2  | YN3    |
|     |     |      | CYN3   |
| MAC | MA1 | MA2  | MA3    |
|     | SK1 | SK2  | SK3    |
|     |     | CS2  | CS3    |
| JOC | JO1 | JO2  | JO3    |
|     |     | MU2  | MU3    |
|     |     | MM2  | MM3    |
|     | EN1 | EN2  | EN3    |
|     | BT1 | BT2  | BT3    |
|     |     | EM2  | EM3    |
|     |     | IC2  | IC3    |
|     | SF1 | SF2  | SF3*   |
|     | DC1 | DC2  | DC     |
| EAC | EA1 | EA2  | EA3*   |
| CEC | CE1 | CE2  | CE3*   |
| EOC | EO1 | EO2  | EO3*   |
| CMC | CM1 | CM2  | CM3*   |
| BUC | BU1 | BU2  | BU3*   |
| SWC | SW1 | SW2  | SW3*   |
| UTC | UT1 | UT2  | UT3*   |
|     |     | ADJ3 | ADJ3   |
|     |     | AT2  | AT3*   |
|     |     |      | AO3    |
|     |     |      | AC3*** |
|     |     |      | AE3    |
|     |     |      | AG3    |
|     |     | ABE2 | ABE3   |
|     | AQ1 | AQ2  | AQ3*   |
|     |     |      | PH3    |
| PTC | PT1 | PT2  | PT3    |
|     | AX1 | AX2  | AX3    |
| HMC | HM1 | HM2  | HM3    |
|     | SN  | SA   | SR     |
|     | FN  | FA   | FR     |
|     | CN  | CA   | CR     |
|     | AN  | AA   | AR     |
|     | TN  | TA   | TR     |

\*Includes service ratings

\*\*Excludes A & O Branches at 7-E level only

\*\*\* Must possess FAA Form 578A



"The exec is considering your special request chit right now."

area on the York River in southern Virginia.

In 1965 the station provided outdoor recreation for over 50,000 people—civilian community included—with picnicking, fishing, boating, hunting, and golf the most popular activities.

During the year the station sold

over 39,000 dollars worth of timber products as part of its Land Management Program. At the same time, 76,000 fingerlings were planted in the station's six lakes and ponds, 95 acres of land were planted with food and cover crops for erosion control, 77 acres of fishing water were added or improved, and an old pier extending into the York River was rebuilt and opened for fishing.

Runners-up for the Conservation Award for 1965 were Wright-Patterson Air Force Base, Ohio, and Naval Weapons Station, Charleston, S. C.

The Conservation Award was established by the Secretary of Defense in 1962 to stimulate and give added incentive for improvement, and recognition of efforts, by the Armed Forces in the conservation and management of their natural resources.

## NOW HERE'S THIS

### This Project Gathered Dust for Days

On a Sunday afternoon this spring a P-3A last stop on a 19-day around-the-world flight.

The aircraft belonged to Air Development Squadron One, which is a part of the Operational Test and Development Force (see ALL HANDS, May 1966). This particular flight was a little offbeat even for OpTevFar men, who normally get more than their share of weirdies. They had been busy gathering dust.

The dust in this case was collected at high altitudes as a part of the attempt to determine the causes and effects of the enormous dust bowl which covers northwestern India.

The crew was accompanied by a meteorological research mission of six scientists from the University of Wisconsin's Center for Climatic Research under the sponsorship of the Office

of Naval Research. In the course of their travels, they took airborne dust samples from the eastern Mediterranean to Tokyo, made a series of flights above the Indian desert to sample dust and measure heat radiation, and made a nonstop flight from Delhi to Bombay to Madras and back to Delhi to determine the geographic extent of the dust.

The flights are intended to help determine the relationship between dust and lack of rainfall on the presumption that the dust bowl may be self-perpetuating. According to one hypothesis, the presence of the dust upsets the balance of heat radiation which, in turn, affects the vertical movement of air and thus suppresses rainfall.

If the dust is of local origin, which appears likely, the job of eliminating it would be formidable but not impossible. However, before attempting to eliminate the dust, the precise effect of such action on the weather pattern of all Southeast Asia must be determined.

A computer study of what weather would be like in that part of the world without the Indian dust blanket must be made to insure that tinkering with rainfall in northwestern India will not adversely affect agriculture in adjacent areas.

In addition to the eight days spent in Delhi, the aircraft made stops at Madrid, Beirut, Hong Kong, Tokyo, Honolulu and Madison, Wis.

In all the parts of call, the crew and scientific group assumed the roles of tourists and shoppers and brought home souvenirs, sea stories and photographs by the dozen.

### Award for Yorktown

When a naval installation tries to improve itself, it is usually concerned with the sea, or the ships that sail it. There is at least one command, however, that is equally at home with land-based projects.

The Naval Weapons Station at Yorktown, Va., has won the Department of Defense Conservation Award for the most outstanding military conservation program during 1965. This is the first time the annual award has been won by a Navy installation.

The Yorktown facility, with about 2000 civilian employees and 800 military personnel, occupies approximately 10,000 acres of land and lake



# Here's a Deal on a Navy Career That Could Make You a STAR

WOULD YOU BELIEVE that not all stars are in the movies? The Navy has them. If you are not one, but are now serving your first hitch, the Navy is perfectly willing to make you a STAR, too.

The whole idea behind the STAR (for Selective Training And Retention) program is to persuade Navy-men who want to make a career in the Navy to step forward early in the game and be recognized.

Although the STAR program is designed to encourage electronics-oriented ratings to reenlist, the program is available to any enlisted man in any rating who is eligible.

To put some sugar in the pot, there are a number of benefits offered to Navy STARS who have between one and three years of active naval service and are sufficiently certain they want a Navy career to sign up for six years at the end of their first enlistment. They should not have served more than 42 months on active duty if they are in pay grade E-5 and they must have permission from BuPers before getting into the program.

For Navymen in pay grade E-3, the STAR program offers a reenlistment bonus and a guaranteed assignment to Class A school with automatic advancement to pay grade E-4 for those who are eligible upon graduation. Also, if they are eligible, STARS receive proficiency pay and a variable reenlistment bonus.

Navymen who are advanced to pay grade E-4 as a result of an exam

before their STAR reenlistment, may request Class B school. The applicants who can handle the school's advanced courses will probably become students. In any event, their request for Class B school will be honored after they have served in pay grade E-4 for 12 to 24 months.

Those reenlisting in pay grade E-4 can request assignment to a Class A school instead of the more advanced Class B school if they haven't previously had Class A training in their rating.

Class B, C or an equivalent B school is guaranteed those who reenlist in the STAR Program in pay grade E-4 or E-5.

School entrance requirements will be waived for career designated men in pay grade E-4 except for hospital corpsmen and dental technicians. These categories are guaranteed a Class C school.

Class A school graduates must be in the top 50 percentile of their class (and the percentile is based upon a quarterly computation) to be eligible for automatic advancement. Men who aren't petty officers and who fall into the lower half of the computation will be designated strikers for the rating in which they trained and compete for advancement in the usual way.

Navymen in pay grade E-4 will be advanced to E-5 when they graduate from a Class B or equivalent Class B school. However, those who have already attended Class B school will not be permitted to at-

tend again. Those who successfully complete a Class C school will not be automatically advanced unless it is designated a B school equivalent.

Those in pay grade E-5 receive a reenlistment bonus and guaranteed assignment to a Class B, Class C or an equivalent Class B school if they are eligible; proficiency pay, if authorized, and variable reenlistment bonus are also paid.

If you request Class A school, the test score you made when you took the basic test battery in boot camp will be examined. That portion of the test which applies to your rating must meet the minimum prescribed by the *BuPers Formal Schools Catalog* unless a five- or 10-point waiver is obtained.

Navymen who enter the nuclear power or *Polaris* Training Program must have completed two years of active naval service, and men in pay grade E-3 or E-4 may not have over three years of active duty. The limit on active military service for E-5s is 42 months.

If you have obligated yourself for the Nuclear Power, *Polaris* Training or one of the Six-Year Obligor Programs and then reenlist in the STAR Program, you need serve only two years before you are eligible for transfer to a Class B, C or equivalent B school.

The following is a list of equivalent B schools after which automatic advancement to pay grade E-5 will be made for those who qualify in other respects.

## Functional FBM—SSBN Training

| Rating | Course  | Length<br>(in weeks) |
|--------|---|----------------------|
| ET     | SINS Technician   | 29                   |
| ET     | Navigational data technician  | 29                   |
| ET     | Navigational aids technician  | 29                   |
| FT     | MK-80 FCS Technician  | 33                   |
| FT     | MK-84 FCS Technician  | 39                   |
| MT     | Polaris MT C-1  | 33                   |
| MT     | Polaris MT C-2  | 33                   |
| MT     | Polaris MT C-3  | 33                   |
| TM     | Polaris Ordnance and Launch (must complete or have completed Basic Underseas Weapons Circuitry to qualify for automatic advancement). | 8-11                 |
| TM     | MK-16/MK-37/MK-45 Tarpedo (must have completed TMA school or basic underseas weapons circuitry to qualify for automatic advancement.) | 8-11                 |
| FT     | MK-112/113 FC System  | 20-32                |

|  |  |    |
|--|--|----|
| RM   | Special Radia Courses (RMs to qualify must have completed at least 10 weeks of special training necessary for them to perform their duties on board an SSBN. Examples: WRT4, BRR3, UR32, CRF, TT Repair.)  | 10 |
| MM/EN  | Special Engineering Courses (Non-nuclear trained MN/ENs, who must complete at least 12 weeks of training in order to qualify them for duty on board an SSBN. Examples: lithium bromide, air-conditioning, CO <sub>2</sub> scrubbers, O <sub>2</sub> scrubbers, O <sub>2</sub> generator, atmosphere analyzer.) | 10 |
| QM   | SSBN System Navigation   | 6  |
| These courses cannot be guaranteed under the STAR Program. They may be obtained through the Polaris Program. |  |    |

## Equivalent B Schools for FTs and GMs

| Rating | NEC  | Course                                    | Length<br>(in weeks) |
|--------|------|---|----------------------|
| FTM    | 1163 | AN/SP6 49B Talos Radar                    | 24                   |
| FTM    | 1161 | AN/SPW 2B Talos Radar                     | 20                   |
| FTM    | 1186 | MK 111-1 Talos Computer                   | 20                   |
| FTM    | 1119 | Talos WDS MK 6                            | 20                   |
| FTM    | 1143 | Talos Missile and Test Equipment          | 23                   |
| FTM    | 1164 | AN-SPG 51 B Tartar Radar                  | 24                   |
| FTM    | 1184 | MK 118 Tartar Computer                    | 20                   |
| FTM    | 1113 | Tartar WDS MK 4                           | 20                   |
| FTM    | 1144 | Tartar/Terrier Missile and Test Equipment | 23                   |
| FTM    | 1165 | AN/SPG 55 A or 55 B Terrier Radar         | 30                   |
| FTM    | 1162 | AN/SPQ 5 A Terrier Radar                  | 24                   |
| FTM    | 1182 | MK 100-2 Terrier Computer                 | 20                   |
| FTM    | 1185 | MK 119-03/4 Terrier Computer              | 20                   |
| FTM    | 1118 | Terrier WDS MK 7                          | 20                   |



|     |       |                     |    |
|-----|-------|---------------------|----|
| FTM | 1133/ | AN/SPS 39/39A Rodor | 20 |
|     | 1135  |                     |    |
| FTM | 1169  | AN/SPS 48 Rodor     | 31 |
| FTM | 1137  | AN/SPS 52 Rodor     | 28 |
| FTG | 1128  | GFCs MK 68          | 20 |
| FTG | 1123/ | GFCs MK 37/TDS MK 5 | 23 |
|     | 1117  |                     |    |
| FTG | 1126/ | MK 56 GFCs/TDS MK 5 | 20 |
|     | 1117  |                     |    |
| GMM | 0998  | Talos GMLS MK 12    | 24 |
| GMM | 0987  | Tartar GMLS MK 11   | 23 |
| GMM | 0988  | Tartar GMLS MK 13   | 24 |
| GMM | 0986  | Terrier GMLS MK 10  | 24 |
| GMG | 0891  | Asroc MK 16         | 15 |
| GMG | 0873  | RFGM 5"/54          | 15 |

Minor changes may be made in the lengths of the courses listed above as training curriculum are varied.

### B School Equivalents for STs

| Rating | NEC  | Course                                 | Length<br>(in weeks) |
|--------|------|--|----------------------|
| STG    | 0407 | AN/SQS-23 Operation and Maintenance    | 12                   |
| STG    | 0417 | AN/SQS-26 BX Operation and Maintenance | 24                   |
| STG    | 0418 | AN/SQS-26 AX Operation and Maintenance | 24                   |
| STG    | 0471 | MK-111 (Asroc) UWFCs                   | 20                   |
| STG    | 0474 | MK-114 (Asroc) UWFCs                   | 14                   |
| STG    | 0479 | MK-105 (MOD 11-23)                     | 16                   |
| STG    | 0419 | AN/SQS CX Operation and Maintenance    | 24                   |

### B School Equivalents for ETs

Any combination of courses totaling not less than 19 weeks will be required. The assignments must be in accordance with BuPers training requirements and located in the same geographical area.

| NEC  | Course                      | Length<br>(in weeks) |
|------|-----------------------------|----------------------|
| 1505 | AN/SPS 29 C                 | 7                    |
| 1506 | AN/SPA 62                   | 8                    |
| 1507 | AN/SPA 63                   | 12                   |
| 1508 | AN/SPA 34                   | 3                    |
| 1509 | AN/SPA 43                   | 6                    |
| 1511 | AN/SPS-T3                   | 3                    |
| 1513 | AN/SPS 32/33 (SPS 32 Rodar) | 8                    |
|      | (SPS 33 Rador)              | 15                   |
|      | (SPS 33 Computer/Tracker)   | 30                   |
| 1514 | AN/SPS 40                   | 8                    |
| 1517 | AN/SPS T2A                  | 4                    |
| 1518 | AN/SPS 43                   | 8                    |
| 1519 | AN/SPS 30                   | 8                    |
| 1523 | AN/SPN 35                   | 7                    |
| 1524 | AN/SPN 6/12                 | 5                    |
| 1526 | AN/SPN 10                   | 15                   |
| 1531 | AN/FRT 24A                  | 4                    |
| 1532 | AN/WRT 2/WRR 2              | 4                    |
| 1533 | AN/UCC 1                    | 2                    |
| 1536 | AN/SRC 20/21                | 2                    |
| 1537 | AN/GRC 27A                  | 3                    |
| 1539 | TSEC, KW37R,K/KW 7          | 14                   |
| 1541 | TSEC/KY 8                   | 10                   |
| 1542 | TSEC/KG14/37R               | 16                   |
| 1543 | TSEC/KW 26                  | 13                   |
| 1548 | TSEC/KG 13                  | 13                   |

|      |                    |    |
|------|--------------------|----|
| 1549 | TSEC/KW 37T/KW 37R | 9  |
| 1552 |                    |    |
| 1553 |                    |    |
| 1577 | AN/CPN4A or MPN 5  | 19 |
| 1578 | AN/SRN6/URN3/GRN 9 | 7  |
| 1579 | AN/URN 20          | 4  |
| 1593 | AN/WLR 1/ULQ 5, 6  | 6  |
| 1598 | AIR 32430-1        | 19 |

### B School Equivalents for DSs

Any combination of courses totaling 24 weeks will be required. The assignments must be in accordance with BuPers training requirements and located in the same geographical area.

| NEC  | Course                    | Length<br>(in weeks) |
|------|---------------------------|----------------------|
| 1616 | NTDS Display              | 20                   |
| 1617 | NTDS Data Transmission    | 28                   |
| 1618 | NTDS Computer/Peripheral  | 20                   |
| 1618 | NTDS Key Set Control      | 4                    |
|      | WDS MK XI (System)        | 5                    |
| 1621 | WDS MK XI                 | 5                    |
| 1622 | NTDS (IDAC)               | 2                    |
| 1622 | NTDS Video                | 3                    |
|      | USC-2                     | 5                    |
|      | SYA VID SIM               | 2                    |
|      | Terrier Interface         | 6                    |
|      | SPS-48 A2/HT Console      | 2                    |
|      | SRC-16                    | 9                    |
| 1636 | OPCONCENTER SODS/SOCCS    | 12                   |
| 1666 | STD Navy Maintenance (3M) |                      |
|      | UNIVAC 1500               | 12                   |
| 1651 | IOIC EDP                  | 18                   |
| 1652 | IOIC IDS/SR               | 15                   |
| 1631 | OPCONCENTER FYK-1(v)      | 32                   |

### List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Blindfold*: (C) (WS); Suspense Drama; Rock Hudson, Claudia Cardinale.

*The Triumph of Michel Strogoff* (C): Drama; Curt Jurgens, Capucine.

*That Darn Cat*: Comedy; Hayley Mills, Dean Jones.

*The Bedford Incident*: Drama; Richard Widmark, Sidney Poitier.

*Made in Paris* (C): Musical Comedy; Ann-Margret, Louis Jourdan.

*A Man Could Get Killed* (C) (WS): Comedy Melodrama; James Garner, Melina Mercouri.

*A Big Hand for the Little Lady*:

Comedy Drama; Henry Fonda, Joanne Woodward.

*Morituri*: Drama; Marlon Brando, Yul Brynner.

*The Heroes of Telemark* (C): Drama; Kirk Douglas, Richard Harris.



"Now we know why your feet hurt so badly. You're wearing your shoes on the wrong feet."

*The Reward* (C): Drama; Max Von Sydow, Yvette Mimieux.

*Promise Her Anything*: Comedy; Warren Beatty, Leslie Caron.

*Harum Scarum*: Musical Comedy; Elvis Presley, Mary Ann Mobley.

*Our Man Flint* (C): Comedy Melodrama; James Coburn, Lee J. Cobb.

*The Night of the Grizzly* (C) (WS): Melodrama; Clint Walker, Martha Hyer.

*Zorba The Greek*: Drama; Anthony Quinn, Alan Bates.

*Agent For H.A.R.M.*: Melodrama; Mark Richman, Wendell Corey.

### Francis Scott Key Launched

The Navy's 40th Polaris submarine *Francis Scott Key* (SSBN 657) was launched at Groton, Conn., in April.

When *Will Rogers* (SSBN 659) is launched this month, the planned fleet of 41 *Polaris* submarines will become an accomplished fact.

*Francis Scott Key* is named for the lawyer who composed the words of the national anthem.

## A Banana Belt in Alaska? Go North for an Interesting Tour

**D**ESPITE what residents of Fairbanks or Anchorage may say, Kodiak insists that it is the banana belt of Alaska. All due to the Japanese current, they claim. They draw invidious comparisons with the winters in Illinois and grow rhapsodic about the short, but beautiful summers. They will admit to a certain amount of wind and rain. But it's good for you.

If you draw orders to Kodiak there's no need to anticipate that you'll be sitting on an ice floe for your tour. The city of Kodiak itself, about seven miles from the naval station, is a respectable-sized town of about 4000. It has several restaurants, two department stores, dress shops, beauty parlors, a catalog sales office, a furniture store, two theatres, a hotel, two motels, garages and bars. Considering the distance from stateside, prices are reasonable.

Hunting is good, if you like that sort of thing, and fishing is spectacular. There aren't many duty stations where you can catch 200- to 300-pound fish (halibut) in your front yard, so to speak. Five varieties of salmon return to Kodiak by the thousands to spawn each year. This is also the home of the king crab, considered by many to be far superior in flavor to the Maine lobster. They literally swarm in nearby waters and are caught in great numbers by the local fishermen. If you don't want to catch your own, they may be bought for something in the neighborhood of \$.50 a pound, ready to shell and eat.

Average winter temperature is 34° and the summer high is 52°. The most difficult feature is not the temperature but the occasional storms with high winds (these are the "williwaws" you may have heard of). From November to April rain, snow and fog are plentiful, but during the four-month summer when the air is crisp, the hills are green and flowers are bursting out all over, all is forgiven.

Now that you have a little background, here are the facts:

Overseas tour length when accompanied by dependents is 24 months; 12 months when unaccompanied.

Entry approval and concurrent travel of dependents is controlled by the Commandant, 17th Naval Dis-

trict. Entry approval and dependent travel is not authorized until government quarters on the naval station or approved housing in Kodiak is available. Submit your request via speedletter to the Commandant, 17th Naval District, Box 14, FPO Seattle, Wash. 98790, or official Navy message to COM 17. In addition to your name, rank or rate, file or service number, be sure to give your authority for transfer; duty station to which ordered; number of dependents and sex and age of your children; number of bedrooms needed; estimated date of arrival at Seattle, which is the port of embarkation; request for permission to ship household effects; and request for government housing. If this is not available, state whether or not you agree to accept housing in the Aleutian Homes Project. (More on this below).

If you are assigned on-base housing a circular describing the type of housing assigned you will be forwarded via air mail after entry approval message is sent. From this circular, you can determine what household effects to ship and what to put in stateside storage.

Adequate government furniture is available, and it is recommended that you store your large pieces if you can see your way clear to do so.

Because of the high living costs in Seattle, it is recommended that your family plan not to arrive there until

you are notified that entry into the 17th Naval District is authorized. As you know, if you don't want to bring your family with you, you are entitled to move them, and household effects, to a place designated by you in accordance with Article 7005, *Joint Travel Regulations*.

Of all the duty stations available to Navymen, Alaska is somewhat unusual in that, if you wish, you can drive there and still make an adventure of it. The Commandant is very careful neither to encourage nor discourage such a trip, but he does give the details as to how it can be done and, at the same time, has something to say about Alaska being the nation's last frontier. Use your own judgment. It seems highly improbable that you will save money by driving, but it could be fun if you and, probably more important, your wife, think of yourselves as pioneer types.

The Alaskan Highway is primarily an all-weather, gravel road running from Dawson Creek, British Columbia, to Fairbanks, Alaska. Its condition at any one time depends primarily on the weather. Although the highway is open the year around, travel is best from June through September, although this is the dusty season. Temperatures at this time range from 35° to 70° with warm days and cool nights. Freezing nights usually start in late September, and snow and severe cold may be expected before the end of October. Spring thaws in April and early May will leave long stretches of the highway in poor condition. Anyone driving in winter must be prepared for extremely cold weather.

The highway itself cuts through unsettled wilderness areas, formerly inaccessible except by dog sled (we said you were getting up in wilderness country), plane or river travel in summer. Small settlements and trading posts are located along the highway. Here you can find food and gasoline at prices considerably higher than usual because of the cost of transportation. Motels and hotels are usually only found near the larger towns.

Your car should be in good mechanical condition. If you have one with a four-wheel drive, you'll feel right at home. It is recommended that you bring the following as a

### CruDesLant Sailor of the Year

A former Naval Reservist who enlisted while still in high school has been named Sailor of the Year for the Cruiser-Destroyer Force, Atlantic Fleet.

Now a radioman first class, the selection of Wayne H. McBain, USN, for the honor was based largely on his outstanding work while his ship, USS *Samuel B. Roberts* (DD 823), took part in the operations off the coast of Vietnam.

While in the Western Pacific, the ship was a unit of the first nuclear-powered task group to take part in combat operations in Vietnam.

Petty Officer McBain has been recommended for the Navy Commendation Medal for his work in keeping the high state of readiness required of the ship.



*minimum:* spare wheel, one spare tire and two inner tubes if tires are tubeless, jack, tools, flashlight, first-aid kit, spare fan belt, tire pump and patching, flares, tow chain, shovel, water can, motor oil, and a full five-gallon gas can. For winter travel, it is necessary to use tire chains and engine heater, light oil and grease, a fuel additive to prevent freezing of the fuel pump and lines, and have a good heater and defroster.

Travel time of 10 days is based on mileage (2497 miles from Seattle to Anchorage), but you had better plan on a little more time than this. If you are traveling from the East Coast, travel time and mileage are computed on the Canadian Highway via Edmonton.

No matter how you travel, it is recommended that you arrange to have your car on this duty assignment, as local government transportation is limited. Private cars may be shipped from Seattle at government expense on a space required basis. As is customary, military personnel in pay grade E-4 or lower with four years or less service are not authorized shipment of privately-owned vehicles at government expense.

Don't bring a new, flashy car. The local fauna are not connoisseurs and there are not many others except your shipmates to admire it. High road clearance and four-wheel drive are preferable. Your car will have to combat rough roads and weather, volcanic dust and limited maintenance. It is recommended that it be undersealed before it is shipped. Although there are several official auto agencies and garages in Kodiak, you may encounter delay in repairs because of lack of spare parts and mechanics. Snow tires and chains are a must from December through March. Gas and oil are available at the station at prices comparable to those in Seattle.

The only paved roads are those on the naval station and between the station and Kodiak, seven miles away. The rest are gravel, which is death to any but new tires. Winter travel is usually confined to the road to Kodiak.

As we said before, driving to Alaska is neither encouraged nor discouraged. You can go by military air and ship your car. Travel for

dependents is controlled by the Commandant, 13th Naval District, who decides the type of transportation to be used. If government transportation is not available, he will authorize commercial air. A small charge is made for subsistence while traveling by government air. Generally speaking, travel by ship has been discontinued, although MSTs occasionally has a ship available on an unscheduled basis. As is customary, luggage for air travel is limited to 66 pounds per person.

You are reminded that if your car has a lien on it, it will not be accepted for shipment at Seattle without written permission from the lien holder to do so.

**Household Effects**—When you receive your orders, you should contact the Household Goods Section of the Supply Department at your nearest naval activity as soon as possible for information regarding shipment of your automobile, personal effects and household goods. Nav-SandA publication 380, "It's Your Move" will tell you all you need to know.

You are allowed to ship 1000 pounds of household effects by expedited means from your last duty station to the first port of embarkation, which is normally Seattle. From here your shipment is forwarded to Kodiak by commercial ship at government expense.

This shipment should include essentials such as linens, silverware, china, kitchen utensils and other light equipment which you will need for housekeeping upon arrival and should be shipped at least six weeks before your arrival in Seattle. A limited amount of china, kitchen utensils and other essentials is available from the Navy Wives Club for

use while awaiting the arrival of the rest of your furniture.

Washing machines and driers are furnished only in government quarters. If you are going to live elsewhere, bring one by all means but be sure it is in good condition as repair facilities are limited.

A freezer is most desirable. If you do not have one, they are available at the Navy Exchange. An upright type is preferable as it occupies less floor space.

Commercial and government storage facilities are not available. Therefore, the type of housing you will occupy (Aleutian Homes, base housing or private rentals in Kodiak itself) will determine to a large extent what items to ship and what to put in storage. If you are going to live in station housing, the Navy will provide storage in CONUS at government expense for items you will not need during your stay in Kodiak. Arrangements for storage of your household effects can be made at the same time you arrange for your shipment.

When trying to decide what to ship and what to store, you might bear in mind this pertinent phrase from SecNav Inst 11101.53: "It is the policy of the Department of the Navy to have occupants of family public quarters use privately owned furniture and furnishings in assigned quarters when such household goods have been shipped to or stored at their duty station at government expense."

It is suggested that you ship: drapes, curtains, linens, table silver, chinaware, TV, mirrors, kitchen appliances, pictures, radios, lamps and those items that spell home to you.

It is recommended that you do not ship extra long sofas. Those who have done so have found that they couldn't get them around the double doors and into the house. Generally speaking, a sofa cut in small pieces loses much of its value. If you don't choose to do this, you will have to store it, or return it to the States at your own expense.

If you have been assigned housing on the naval station, your quarters will be furnished with a stove and refrigerator. If you have a gas stove, gas drier or gas refrigerator and have been assigned government quarters, put them into storage as no gas service is available. The bedrooms are small and if you have



"Interested in any sports?"

children, bunk beds are recommended.

The Aleutian Homes in Kodiak are furnished with stoves, driers and refrigerators. The stoves and driers run on propane gas. The homes have two or three bedrooms, so if you have more bedroom furniture than you will need, it should be placed in storage. They have linoleum tile on all floors, so rugs will be appreciated on cold winter mornings.

Furnished or unfurnished private rentals are available in the city of Kodiak.

**House Trailers**—Contact the Households Goods Section of the Supply Department of the nearest naval activity for information regarding shipment of house trailers. Before shipment, you will have to receive approval from the Commandant, 17th Naval District. The routine for application is much the same as for that of dependents. As house trailer sites are not readily available, normally you will have to make your own arrangements for a site before entry approval for your family and house trailer will be granted.

**Housing** — All married officers, married enlisted men in pay grade E-4 with more than four years' service and all personnel in higher pay grades are eligible for government quarters. However, government quarters are available for only about 40 per cent of those eligible.

Government quarters are apportioned to each tenant activity on a billet basis, with the actual assignment controlled by each commanding officer or officer in charge. Some of the types of government housing on the station are described here:

**BOQ/WOQ**—Bachelor quarters for 53 men and 10 women officers are available in the main BOQ. An annex is usually filled to capacity by Fleet personnel. The Officers' Mess is located nearby.

**Four-plex Public Quarters**—These are two-story buildings. Some are occupied by officers, others by enlisted personnel. They are located in different areas on the station but each is within walking distance of most facilities. They are completely furnished with electric range, water heater and refrigerator. All are equipped with a full basement and plenty of storage space. Government washers and driers are available.

**Duplex Public Quarters**—Some are occupied by officers, others by en-

listed personnel, and are located on the station within walking distance of most facilities. They are completely furnished with electric water heater and refrigerator. Government washers and driers are available.

**Lake Louise Public Quarters**—These are single-story; occupied by officers only. They are located on the station about three and one-half miles from the Admin building. They, too, are completely furnished with electric range, water heater and refrigerator. Government washers and driers are available.

**Low Cost Defense Rental Housing (Lake Louise)**—These are single story, duplex type houses. They are for officers and are located on the station about three and one-half miles from the Admin building. If you have been assigned this, or inadequate public quarters, it is suggested that you bring enough of your own furniture, as there is a high rental rate on furniture for these houses. The example at the bottom of the page applies to Lake Louise and Government Hill.

Washers and driers are not furnished at either Lake Louise low cost housing nor at Government Hill.

**Low Cost Defense Rental Housing (Government Hill)**—This group is similar to those at Lake Louise low cost housing but is assigned to enlisted personnel. It, too, is located on the station but is within walking distance of most facilities. The units are single story, of the duplex type.

**Inadequate Quarters**—These are public quarters that have been declared inadequate and are being retained for an indefinite period. They are available both to officers and enlisted personnel at a reduced BAQ. They are furnished with electric stove and refrigerator. No washers and driers.

**Aleutian Homes Project**—In Kodiak itself, there is a 342-unit housing project (Aleutian Homes). The units consist of two bedrooms without garage, unfurnished except for refrigerator and stove for \$110 monthly; two bedrooms with garage, unfurnished except for refrigerator, stove and drier, at \$130; three bed-

rooms with garage, unfurnished except for stove, refrigerator, semi-automatic washer and clothes drier for \$150. A \$50 deposit is required with the first month's rent. This is refunded when you leave if the apartment is clean and undamaged.

These homes are not wired for electric stoves or driers. The floors are brown marbleized asphalt tile. (Cold in winter, so bring rugs). Heat is thermostatically controlled. No showers. Picture windows but no shades, so you'll probably want some kind of drapes or curtains. Traverse rods are furnished.

One point to bear in mind: Although the Aleutian Homes are available without too much waiting, you will need considerable cash on hand if you decide to take them. The initial occupancy charges, in addition to your first month's rent, will run something like this:

**Propane gas**—This gas is available in 100-pound bottles at \$18.36 per bottle. It is used for cooking, hot water heaters and clothes driers.

**Electricity**—A \$20 fee is required to join the local electric association. This is also refunded when you move out.

**Fuel Oil**—Fuel tanks are filled when you move in. Tank capacities are usually about 280 gallons which will cost you about \$56. The price of the fuel remaining in the tank when you move is refunded.

**Water, Sewage and Garbage Disposal**—These little items will cost you about \$9 a month.

**Utilities**—Average cost is about \$85 a month.

In other words, you had better have about \$300 in your pocket to pay the first month's rent and deposits.

However, because of the ready availability of the Aleutian Homes, the Commandant, 17th Naval District, is able to authorize shipment of household effects and concurrent travel of dependents if you decide to try the project.

There are also a limited number of privately owned homes in Kodiak available for rent. There is no official discussion available as to their

|           | Rent    | Furnishings | Utilities | Total with<br>furnishings | Total without<br>furnishings |
|-----------|---------|-------------|-----------|---------------------------|------------------------------|
| 3-bedroom | \$41.70 | \$30.00     | \$57.00   | \$128.70                  | \$98.70                      |
| 2-bedroom | 37.20   | 24.90       | 51.30     | 113.40                    | 88.50                        |
| 1-bedroom | 28.00   | 20.00       | 41.40     | 89.40                     | 69.40                        |



quality and price level.

**Clothing**—As we have suggested, Kodiak is not by any means a perennial icebox and the clothes you now own, with some additions, should be enough.

The over-all emphasis should be on fall clothing because the summer is rarely hot and the winter is not severely cold.

However, a warm overcoat is a must, as are heavy-soled shoes, raincoat and galoshes. Heavy clothing is not needed for daily, routine living, but sessions at the Ski Chalet or overnight camping trips make it advisable to bring woolen suits, sweaters, woolen slacks, warm gloves, woolen scarfs and earmuffs. For a child a ski suit is ideal.

Since much of the recreation includes outdoor excursions, shoe packs with rubber bottoms, hip boots and chest-high waders for fishing trips are recommended. Down or alpaca lined three-quarter length parkas are excellent as protection against the cold winds.

Although these items may be bought locally, it is advisable to bring them since the selection of sizes and styles in available stock is limited. Some items are available at the Navy Exchange, but special orders from Outside take approximately a month for delivery, and you can get right cold in a month.

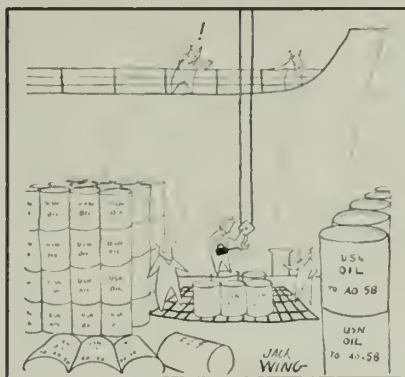
Local prices, except for the Navy Exchange, are approximately 25 per cent higher than Outside.

Generally speaking, the accent is on informal wear. For women, sweaters, slacks and skirts will serve during the winter months. However, don't forget cottons. They are worn during the summer and some days it is even warm enough to wear shorts or a bathing suit.

Shoes present a problem. Although the Navy Exchange has a shoe department and there are two stores in town which sell them, styles are rather limited and the stock is soon depleted. If anyone in your family wears an unusual size it is wise either to buy ahead or make arrangements with a stateside shoe store.

Men usually wear jackets and sport shirts.

**Schools**—Grade school children (kindergarten through eighth grade) living on the station go to the station school, while those in Kodiak attend the city school. An average of 300 students attend the station school.



"We're out of oil."

High school students go to Kodiak High School with free bus service provided by the naval station. The high school is fully accredited, is equipped with facilities for chemistry and physics, and has a program acceptable to colleges throughout the country.

To be admitted to kindergarten, a child must be five years old on or before November 1; for first grade, six years old by the same date. School usually begins the day after Labor Day and is recessed for the summer vacation in the latter part of May. Girls in first through sixth grade may wear slacks to school.

There is also a Catholic parochial school in Kodiak.

**Churches**—Protestant and Catholic chaplains conduct a full program of services and religious education on the station and arrange regular services for Lutheran, Latter Day Saints and other groups. Churches in Kodiak include a Community Baptist Church, Roman Catholic Church, Church of God, Assembly of God, Church of Christ, Berean Baptist Church, United Pentecostal Church, Kodiak Bible Chapel and Russian Orthodox Church.

**Commissary and Exchange**—Each carries adequate stocks and is conveniently located. The Commissary stocks a full line of meats, canned goods (including baby food), dairy products, staples and frozen foods as well as fresh fruits and vegetables when obtainable.

In addition to the merchandise normally found in a Navy Exchange in the continental U. S., the Exchange at Kodiak carries such additional items as heavy appliances, televisions, stereos and a complete line of men's, women's and children's clothing.

**Medical Care**—The naval station has a well equipped hospital which furnishes medical care to military personnel and their dependents. Illnesses or injuries which require care beyond the capabilities of the hospital are transferred to the U. S. Air Force Hospital, Elmendorf AFB, at Anchorage, or to one of the larger naval hospitals, usually on the West Coast.

Complete dental treatment is provided for military personnel and limited dental care is provided on a space available basis for dependents. Orthodontic treatment is not available. Be sure your family has all necessary dental care completed before they arrive.

**Recreation**—Facilities include: leather working shop; hobby shop resale outlet; gymnasium; health room and steam bath; two bowling alleys; ceramics shop, woodworking shop; recreational gear issue, including guns, rods and reels, and camping equipment; ski chalet; Afognak recreation camp; hobby shop garage; deep-sea fishing trips in summer; ice-skating; softball, basketball and volleyball leagues; archery club; skeet range; beach house and picnic area; and indoor pistol range.

The Kodiak Conservation Club is a sportsmen's club dedicated to conservation measures such as planting fish in local lakes and streams. It also conducts organized fishing and hunting trips. The naval station has a rifle and pistol club with both indoor and outdoor ranges. There are well organized Boy Scout troops both on the station and in town.

## AUTEC Is Underway

Construction for the AUTEC project began in April. When completed, the Atlantic Undersea Test and evaluation Center in the Bahamas will provide the Navy with a multi-purpose laboratory for oceanographic research and for the testing of anti-submarine weapons.

AUTEC will include the Tongue of the Ocean, an underwater canyon about 120 miles long, 20 miles wide and more than a mile deep. The canyon is located about 125 miles east of Miami, Fla.

The initial construction program included dredging of a channel for the main base and the outlying sites; a pier at the main base; tracking stations and navigation aid stations.

# Check This to See Who's Heading for Shore in Seavey C-66

**W**HAT WITH VIETNAM and the trend of converting some enlisted billets ashore to civilian billets, the people in Seavey-Shorvey admit they have their problems administering their program to the satisfaction of everyone. Nevertheless, they feel reasonably pleased with a portion of their labors, the results of which may be found in Seavey C-66.

As they point out, the planning has been done on an individual rating and pay grade basis. Most of the converted shore billets were normally filled by ratings which had enjoyed a relatively good sea/shore ratio or by non-petty officers. Extreme care has been taken not to convert billets that are filled from ratings which do not now have sufficient shore billets.

Additional programs are under consideration to increase the billets ashore for men of ratings with more than a sea/shore ratio for four years at sea for every two years ashore.

As you no doubt are aware, effective with the B-66 Seavey, all preferred billets in areas published in Chapter III of the *Enlisted Transfer Manual* are to be filled by those individuals eligible for Seavey. This situation still holds true, and the advantage of serving a 36 to 48-month preferred overseas shore tour as compared to the shorter 24-to 30-month average CONUS tour, is obvious. Seavey-eligible Navymen will not be assigned to an overseas activity where dependents are not authorized or where adequate family accommodations are not available.

If you do not want preferred overseas shore duty assignment, say so in Block 11 of your Rotation Data Card. Having done so, you will not as a general practice be assigned overseas; however, after every effort has been made to assign you to one of your CONUS duty preferences, you may receive a 14-month sea extension when sufficient CONUS billets are not available. To give the assignment officer as great a latitude as possible, you are urged—again—to indicate both CONUS and preferred overseas areas.

You are reminded that once you have orders to shore duty, a request for cancellation will do you little or no good.

Here are the eligibility require-

ments for Seavey C-66:

- You must be in an onboard "for duty" status.
- You must have commenced continuous tour of sea duty in or before the month and year specified below for your rate and rating.
- You must have an active duty obligation to January 1969 or later.
- If on overseas shore duty or toured sea duty (sea duty for rotation), you must also have a tour completion date which falls within the transfer months of that Seavey (i.e., Seavey C-66 tour completion date must be February-March 1967).
- If you are serving on a sea tour extension, you are ineligible unless the sea tour extension expires during the transfer months of this Seavey segment.
- Change in rate or rating after the SDCD has been announced by BuPers Notice 1306 does not change eligibility since the effective date of the Notice is the determining factor. However, if you are reduced in rating to a pay grade which is ineligible for Seavey, you will be considered ineligible as of the date of reduction.
- If you are assigned to a preferred overseas shore activity and

## No Physical Exam for Senior Chief Petty Officers

• **ADVANCEMENT**—Chief petty officers being advanced to pay grades E-8 and E-9 are no longer required to receive a physical examination before advancement.

This and two other changes have been promulgated as Change 8 to BuPers Inst 1430.7D.

The new policy also provides for waiver of the active service obligation for certain personnel in a medical status. Under this proviso, a man in a medical status can be advanced even though he doesn't meet the physical requirements to reenlist or extend his enlistment. He must, however, fulfill his service obligation when he is released from a medical status.

Broken service reenlistees also benefit. They can now participate in the first advancement examination for which they are eligible, without waiting to reestablish the time in rate requirements.

meet the sea duty cut-off dates of Seavey A-66 and if your tour completion date falls within the transfer months of Seavey C-66, you will have a Rotation Data Card prepared and forwarded by PAMI if you are not currently recorded in Seavey. It is up to you to make sure that your duty preferences are current.

If all the above requirements are not met, don't bother to return your Rotation Data Card to PAMI or BuPers. It will just be a waste of your time and that of Seavey.

Men holding a conversion PNEC (XX99) will be considered as serving in the rating to which converting for the purpose of determining Seavey eligibility.

To fill certain billets which require special qualifications, and to meet emergency requirements, as determined by the Chief of Naval Personnel, or when sufficient personnel are not available to fill preferred overseas requirements, it may become necessary to order personnel ashore outside normal procedures. This will only be done when there are not enough individuals recorded in Seavey who possess the necessary qualifications. In general, don't worry about it. Such a situation arises rarely.

As a result of the buildup in Vietnam, it was necessary to short-tour a number of individuals who were serving a tour of shore duty earned through Seavey. In order not to penalize these men with respect to future shore duty eligibility, the computation of sea duty commencement dates has been established on the following basis:

• For those who served 18 or more months of such a tour of shore duty, no change in current sea duty commencement date. This will be considered a full tour ashore.

• For those who served less than 18 months of such a tour of shore duty: A constructive sea duty commencement date will be established by the Chief of Naval Personnel, adding the months served ashore to the original sea duty commencement date under which you had been previously ordered to shore duty.

Are all the rules clear now? If not, details may be found in BuPers Notice 1306, of 30 June. Meanwhile, here's the list.



| Rate     | Date   | Rate  | Date   | Rate  | Date   | Rate  | Date   | Rate  | Date   | Rate  | Date   |
|----------|--------|-------|--------|-------|--------|-------|--------|-------|--------|-------|--------|
| BMC      | Apr 62 | ETN2  | Aug 63 | LI2   | Oct 63 | PM2   | Jan 61 | BUR2  | Jan 63 | ABF2  | Mar 63 |
| BM1      | Mar 59 | ETN3  | Jun 64 | LI3   | Oct 64 | PM3   | Jan 61 | BUR3  | Oct 62 | ABF3  | Jan 64 |
| BM2      | Feb 59 | ETNSN | Jun 64 | LISN  | Oct 64 | PMFN  | Jan 61 | BURCN | Oct 62 | ABFAN | Jan 64 |
| BM3      | Jun 61 | ETR2  | Aug 63 | DMC   | Nov 64 | MLC   | Aug 61 | SWC   | Oct 60 | ABHC  | Aug 64 |
| BMSN     | Jan 61 | ETR3  | Jun 64 | DM1   | Nov 64 | ML1   | Oct 60 | SW1   | Jan 60 | ABH1  | Dec 63 |
| QMC      | Aug 61 | ETRSN | Jun 64 | DM2   | Nov 64 | ML2   | Jan 59 | SWE2  | Jan 60 | ABH2  | Oct 63 |
| QM1      | Jan 60 | DSC   | Feb 65 | DM3   | Nov 64 | ML3   | Mar 61 | SWE3  | Nov 62 | ABH3  | Oct 64 |
| QM2      | Jan 61 | DS1   | Feb 65 | DMSN  | Nov 64 | MLFN  | Mar 61 | SWECN | Nov 62 | ABHAN | Oct 64 |
| QM3      | Jun 62 | DS2   | Oct 64 | MMC   | Dec 59 | EAC   | Sep 64 | SWF2  | Jan 60 | AEC   | Jan 64 |
| QMSN     | Jun 62 | DS3   | Oct 64 | MM1   | Sep 58 | EA1   | Sep 64 | SWF3  | Nov 62 | AE1   | Oct 64 |
| SMC      | Mar 62 | DSSN  | Oct 64 | MM2   | Apr 59 | EAD2  | Sep 64 | SWFCN | Nov 62 | AE2   | Oct 64 |
| SM1      | Sep 58 | IMC   | Mar 62 | MM3   | Dec 61 | EAD3  | Sep 64 | UTC   | Nov 62 | AE3   | Oct 64 |
| SM2      | Aug 58 | IM1   | Mar 62 | MMFN  | Dec 61 | EADCN | Sep 64 | UT1   | Jun 62 | AEAN  | Oct 64 |
| SM3      | Jul 58 | IM2   | Feb 62 | ENC   | Sep 60 | EAS2  | Sep 64 | UTA2  | Jun 62 | AMSC  | Oct 64 |
| SMSN     | Jul 58 | IM3   | Jul 61 | EN1   | Mar 59 | EAS3  | Sep 64 | UTA3  | Jun 62 | AMS1  | Oct 64 |
| RDC      | Dec 61 | IMSN  | Jul 61 | EN2   | Mar 59 | EASCN | Sep 64 | UTACN | Jun 62 | AMS2  | Oct 64 |
| RD1      | Jun 60 | OMC   | Mar 62 | EN3   | Jun 63 | CEC   | Jul 64 | UTB2  | Jun 62 | AMS3  | Oct 64 |
| RD2      | Dec 60 | OM1   | Mar 61 | ENFN  | Jun 63 | CE1   | Sep 63 | UTB3  | Oct 62 | AMSAN | Oct 64 |
| RD3      | Jan 63 | OM2   | Mar 61 | MRC   | May 62 | CEP2  | Sep 63 | UTBCN | Oct 62 | AMHC  | Feb 63 |
| RDSN     | Jan 63 | OM3   | Jan 63 | MR1   | Oct 61 | CEP3  | Sep 63 | UTP2  | Jun 62 | AMH1  | Jul 64 |
| STC      | Feb 62 | OMSN  | Jan 63 | MR2   | Oct 61 | CEPCN | Sep 63 | UTP3  | Jun 62 | AMH2  | Oct 64 |
| ST1      | Jul 62 | RMC   | Sep 63 | MR3   | Jul 62 | CEPCN | Sep 63 | UTPCN | Jun 62 | AMH3  | Oct 64 |
| STG2     | Mar 62 | RM1   | Jan 63 | MRFN  | Jul 62 | CE52  | Sep 63 | UTW2  | Jun 62 | AMHAN | Oct 64 |
| STG3     | Mar 62 | RM2   | Dec 63 | BTC   | Jun 60 | CE53  | Jan 64 | UTW3  | Mar 63 | AMEC  | Feb 65 |
| STGSN    | Mar 62 | RM3   | Dec 63 | BT1   | Jan 59 | CESC  | Sep 63 | UTWCN | Mar 63 | AME1  | Feb 65 |
| STS2     | Mar 62 | RMSN  | Dec 63 | BT2   | Jun 59 | CET2  | Sep 63 | ADRC  | Feb 65 | AME2  | Oct 64 |
| STS3     | Mar 62 | YNC   | Oct 64 | BT3   | Nov 60 | CET3  | Sep 63 | ADR1  | Feb 65 | AME3  | Oct 64 |
| STSSN    | Mar 62 | YN1   | Oct 64 | BTFN  | Nov 60 | CETCN | Sep 63 | ADR2  | Feb 65 | AMEAN | Oct 64 |
| TMC      | Mar 62 | YN2   | Oct 64 | BRC   | May 59 | CEW2  | Feb 64 | ADR3  | Oct 64 | PRC   | Feb 65 |
| TM1      | Sep 61 | YN3   | Feb 65 | BR1   | Apr 59 | CEW3  | Nov 63 | ADRAN | Oct 64 | PR1   | Feb 65 |
| TM2      | Sep 61 | YNSN  | Feb 65 | EMC   | Sep 61 | CEWCN | Nov 63 | ADJC  | Oct 64 | PR2   | Feb 65 |
| TM3      | Jun 63 | CYN3  | Jul 64 | EM1   | Sep 59 | EOC   | Aug 62 | ADJ1  | Oct 64 | PR3   | Oct 64 |
| TMSN     | Jun 63 | CYNSN | Jul 64 | EM2   | Dec 60 | EO1   | May 63 | ADJ2  | Oct 64 | PRAN  | Oct 64 |
| GMMC     | Oct 61 | PNC   | Feb 65 | EM3   | Feb 63 | EOH2  | Sep 63 | ADJ3  | Oct 64 | AKC   | Feb 65 |
| GMM1     | Jun 61 | PN1   | Feb 65 | EMFN  | Feb 63 | EOH3  | Jun 64 | ADJAN | Oct 64 | AK1   | Feb 65 |
| GMM2     | Jan 60 | PN2   | Feb 65 | ICC   | Mar 62 | EOHCN | Jun 64 | ATC   | Oct 64 | AK2   | Feb 65 |
| GMM3     | Jun 60 | PN3   | Feb 65 | IC1   | Jul 60 | EON2  | Mar 64 | AT1   | Oct 64 | AK3   | Feb 65 |
| GMMSN    | Jun 60 | PNSN  | Feb 65 | IC2   | Apr 60 | EON3  | Mar 64 | ATR2  | Oct 64 | AKAN  | Feb 65 |
| GMTC     | Feb 65 | SKC   | Apr 62 | IC3   | Oct 62 | EONCN | Mar 64 | ATR3  | Oct 64 | AZC   | Feb 65 |
| GMT1     | Feb 65 | SK1   | Jan 62 | ICFN  | Nov 62 | CMC   | Sep 63 | ATRAN | Oct 64 | AZ1   | Feb 65 |
| GMT2     | Feb 65 | SK2   | Jun 62 | SFC   | Oct 59 | CM1   | Jul 63 | ATN2  | Oct 64 | AZ2   | Oct 64 |
| GMT3     | Feb 65 | SK3   | Feb 65 | SF1   | Sep 58 | CMA2  | Jul 63 | ATN3  | Oct 64 | AZ3   | Oct 64 |
| GMTSN    | Feb 65 | SKSN  | Feb 65 | SFM2  | Dec 59 | CMA3  | Mar 64 | ATNAN | Oct 64 | AZAN  | Oct 64 |
| GMGC     | Nov 61 | DKC   | Feb 63 | SFM3  | Feb 62 | CMACN | Mar 64 | AXC   | Dec 63 | PHC   | Feb 65 |
| GMG1     | Jan 59 | DK1   | May 62 | SFMFN | Feb 62 | CMH2  | Jul 63 | AX1   | Jun 63 | PH1   | Jan 65 |
| GMG2     | Dec 58 | DK2   | Jan 64 | SFP2  | Dec 59 | CMH3  | Apr 64 | AX2   | Sep 63 | PH2   | Oct 64 |
| GMG3     | Dec 59 | DK3   | Oct 64 | SFP3  | Jul 61 | CMHCN | Oct 63 | AX3   | Sep 63 | PH3   | Oct 64 |
| GMGSN    | Dec 59 | DKSN  | Oct 64 | SFPFN | Jul 61 | BUC   | Jan 63 | AXAN  | Sep 63 | PHAN  | Oct 64 |
| FTC      | Apr 62 | CSC   | Apr 63 | DCC   | Jan 62 | BU1   | Jan 63 | AOC   | Nov 63 | PTC   | Jul 64 |
| FTG1     | Jan 62 | CS1   | Feb 63 | DC1   | Jan 60 | BUL2  | Jan 63 | AO1   | Jul 63 | PT1   | Jul 64 |
| FTG2     | Jan 62 | CS2   | May 63 | DC2   | Mar 61 | BUL3  | Feb 63 | AO2   | Jan 64 | PT2   | Oct 64 |
| FTG3     | Dec 60 | CS3   | Feb 65 | DC3   | Jun 63 | BULCN | Feb 63 | AO3   | Oct 64 | PT3   | Oct 64 |
| FTGSN    | Dec 60 | CSSN  | Feb 65 | DCFN  | Jun 63 | BUH2  | Jan 63 | AOAN  | Oct 64 | PTAN  | Oct 64 |
| FTM1     | Jun 61 | SHC   | Nov 64 | PMC   | Jul 61 | BUH3  | Feb 64 | AQC   | Oct 64 | HMC   | Jun 64 |
| FTM2     | Dec 61 | SH1   | Aug 60 | PM1   | Jan 61 | BUHCN | Feb 64 | AQ1   | Oct 64 | HM1   | Jun 64 |
| FTM3     | Dec 61 | SH2   | Nov 58 |       |        |       |        | AQB2  | Oct 64 | HM2   | Jun 64 |
| FTMSN    | Dec 61 | SH3   | Aug 59 |       |        |       |        | AQB3  | Oct 64 | HM3   | Jun 64 |
| NEC 1143 | May 64 | SHSN  | Aug 59 |       |        |       |        | AQBAN | Oct 64 | HN    | Jun 64 |
| NEC 1144 | May 64 | JOC   | Nov 64 |       |        |       |        | AQF2  | Oct 64 | DTC   | Jun 64 |
| MTC      | Sep 64 | JO1   | Nov 64 |       |        |       |        | AQF3  | Oct 64 | DT1   | Jun 64 |
| MT1      | Sep 64 | JO2   | Nov 64 |       |        |       |        | AQFAN | Oct 64 | DT2   | Jun 64 |
| MT2      | Apr 63 | JO3   | Feb 65 |       |        |       |        | ABEC  | Jul 63 | DT3   | Jun 64 |
| MT3      | Apr 63 | JOSN  | Feb 65 |       |        |       |        | ABE1  | Apr 62 | DN    | Jun 64 |
| MTSN     | Jul 64 | PCC   | Sep 63 |       |        |       |        | ABE2  | Oct 62 | SDC   | Sep 64 |
| MNC      | Nov 64 | PC1   | Aug 63 |       |        |       |        | ABE3  | Mar 63 | SD1   | Jun 62 |
| MN1      | Nov 64 | PC2   | Aug 63 |       |        |       |        | ABEAN | Mar 63 | SD2   | Jun 62 |
| MN2      | Nov 64 | PC3   | Oct 64 |       |        |       |        | ABFC  | May 64 | SD3   | Jul 60 |
| MN3      | Nov 64 | PCSN  | Oct 64 |       |        |       |        | ABF1  | May 64 | TN    | "      |
| MNSN     | Nov 64 | LIC   | Sep 62 |       |        |       |        |       |        |       |        |
| ETC      | Oct 64 | LI1   | Aug 62 |       |        |       |        |       |        |       |        |
| ET1      | Oct 64 |       |        |       |        |       |        |       |        |       |        |

• REDUCED SCHOOL QUOTAS

The pressing requirements of operations in Southeast Asia will cause a delay in service college and post-graduate studies for some Navy officers. Because of the increased number of officers required to serve at sea, quotas for PG School and service colleges will be reduced temporarily to the extent necessary. Every effort will be made to provide future opportunity for higher education to such officers.

\*No new Rotation Data Cards to be submitted for this Seavey.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnovs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnovs, Instructions and Notices for complete details before taking action.

### Alnovs

No. 38—Requested information concerning complaints against certain firms which take orders for automobiles from personnel overseas.

No. 39—Announced a change in

rates, effective 1 July, of maintenance clothing monetary allowance.

No. 40—Directed that, pending clarification, personnel concerned with the administration of military justice should consider the advisability in each case of introducing pretrial statements of the accused into evidence.

No. 41—Discussed details of revision of travel reimbursement.

No. 42—Announced designation by the Secretary of Defense of the week July 11 through July 15 as Defense Cost Reduction Week.

No. 43—Announced the convening of fiscal year 1967 selection boards to recommend active duty line officers (except TARs) for promotion to the grades of captain and commander.

## Instructions

No. 1540.40A—Describes qualification requirements and assignment policies of personnel ordered to duty in connection with naval nuclear propulsion plants. The Instruction reaffirms previously published personnel aspects of the program, as well as stating personnel policies and practices of the Chief of Naval Personnel in this area.

No. 1820.3D—Provides information concerning the granting of retirement credit to USNR officers and enlisted personnel for the satisfactory completion of correspondence courses.

No. 5400.1M—Announced the tables of organization for the Naval Reserve for fiscal year 1967.

## Notices

No. 1001 (2 June)—Outlined eligibility requirements and established procedures whereby Reserve officers may apply and be selected for duty in connection with the training and administration of the Naval Reserve.

No. 1321 (2 June)—Announced the inclusion of unrestricted line officer subspecialty designations in permanent change of station orders.

No. 1560 (6 June)—Provided information to commanding officers and individuals on matters related to the Veterans Administration program of educational benefits.

No. 1742 (6 June)—Provided information concerning the Navy's voting program and directed attention to the citizenship and voting responsibilities of Navy personnel in the 1966 elections.

No. 1221 (13 June)—Announced changes to the *Manual of Enlisted Classification* (NavPers 15105J) which will be incorporated in NavPers 15105K, scheduled for distribution in September.

No. 1741 (15 June)—Reiterated the provisions of OpNav Inst P3710-7C governing the flight requirements of Category II and III naval aviators, and discussed the possible consequences arising from the cancellation of premiums.

No. 1000 (21 June)—Discussed the policy concerning forms of address of U.S. Navy enlisted personnel.

No. 1306 (21 June)—Directed attention to the areas of discrepancies in the development, reporting

## HOW DID IT START

### Test Chamber for Nuclear Blast

Knowing what happens in a nuclear blast is, as you can imagine, a piece of useful information. Unfortunately, such knowledge has not been easy to come by unless on atomic device was actually exploded.

The Navy Facilities Engineering Command, however, is putting the finishing touches on an unusual testing device at Dahlgren, Va., which will test nuclear blast effects on model ships, jet engines, shelters, electronic equipment, tanks, trucks and waterfront structures without using fissionable materials.

The principle involved in the test installation is relatively simple. A small explosive charge is fired in the apex of a cone. The resulting blast wave represents the spherical shock wave from a much larger charge fired in the open.

Although the principle is simple, the actual construction of the test facility presented some problems. One of the largest was finding a device which would fire a sufficiently large charge without blowing to bits.

This particular difficulty was whipped by welding four 16-inch naval guns together end-to-end into one big detonation chamber. One thousand pounds of TNT will then be divided into smaller charges, placed in a line in each of the four gun barrels and exploded.

The blast from the explosion will enter a 2400-foot long tube which is 16 inches in diameter at the detonation chamber end and 24 feet in diameter at the open end.

Inside this conical chamber, the impact of the 1000 pounds of TNT reaches a shock wave intensity which equals 20,000 tons of TNT—the equivalent of a WWII atom bomb.

Test stations will be established at the

tube's 10-, 15- and 22-foot diameter sections and test objects, such as tanks, and trucks, can be driven in to about the halfway point.

As might be expected, the kick produced by the big bang in the four 16-inch naval guns is considerable. At its peak force, the recoil thrust will reach two and one-half million pounds. However, it will be transmitted to a 1900-ton stationary concrete block.

There was also the problem of loading the 264-foot long detonation chamber which terminates in the 16-inch end of the blast chamber. This was solved by half-filling the chamber with water, floating the TNT into position on plastic foam rafts, then draining the water.

There was another difficulty involved in the construction too—how to transport the massive rolled plate steel tubing to the test site. This wasn't an easy matter to overcome, inasmuch as the largest tube section is 95 feet long and weighs 149 tons.

The problem was solved by towing the sections on barges up the Potomac River, using a huge gantry crane to unload them, then transporting them to the building site on a flat car over a newly constructed rail line.

Conshot, as the installation is called, is scheduled for completion in October. Despite safety precautions which have been taken to keep the explosive charge under control, those observing the effects of the blast will take no chances.

When the big boom rolls out over the Virginia countryside, the monitors will be safely inside a thick concrete blockhouse watching the results with electronic eyes, and the problem of how to observe an atomic blast without using fissionable material will have been solved.



# QUIZ AWEIGH

## Fast Airlift

If someone aboard *uss Sacramento* (AOE 1) were writing a television commercial advertising his ship's services, he might promise *fast FAST FAST* replenishment and cite a recent transfer of supplies to *uss Hancock* (CVA 19) and *Enterprise* (CVAN 65) as examples of how it is done.

Using her UH-46A *Sea Knight* helicopters, *Sacramento*, while in the South China Sea, airlifted 27.8 tons of provisions to *Hancock* in 15 minutes, and supplied ordnance items to *Enterprise* at the rate of 96.7 tons per hour.

and use of Customer Identification Codes.

No. 1421 (23 June)—Issued authority for effecting promotions to the grades of commander, lieutenant commander and lieutenant.

No. 1306 (30 June)—Announced the sea duty commencement cut-off dates which establish the eligibility of enlisted men for Seavey C-66.

No. 1070 (1 July)—Issued an advance change to *BuPers Manual* to provide instructions concerning the Record of Emergency Data (NavPers 601-2).

• **FT RATING CHANGES**—Several changes have been made in the fire control technician rating. Changes were approved by SECNAV on 13 June 1966 and official implementation will be forthcoming shortly.

• A new service rating—Fleet Ballistic Missile Fire Control (FTB)

—has been established at pay grade E-4 and extends through pay grade E-7.

• The FTM service rating has been renamed—instead of being called Missile Fire Control, it is now Surface Missile Fire Control.

• The FTM and FTG service ratings have been extended from pay grade E-6 to E-7.

• All three service ratings (FTB, FTM and FTG) will merge at E-8 and extend to E-9.

## Honored Visitor

The honored guest aboard the antisubmarine carrier *uss Bennington* (CVS 20) had lots of stories to tell about the old days aboard *Bennington*. Not the 45,000-ton carrier *Bennington*, but the 1700-ton, three-masted gunboat *Bennington*.

Mr. C. Van Epen, 82, a former boatwain's mate in the original *Bennington*, recently joined nearly 2000 friends and relatives of the ship's crew for a dependents' cruise.

Van Epen, who now lives in Sacramento, Calif., is one of the survivors of the explosion aboard *Bennington* on 21 Jul 1905 which claimed 60 lives.

He enlisted in the Navy in 1902, at the age of 17. During his four years as a Navyman he served aboard three square-rigged ships in addition to duty aboard *Bennington*.

After an extensive tour of the carrier, Van Epen took a seat on the Admiral's bridge and watched flight operations. In between launches of S2E *Trackers* and A4D *Skyhawks*, he entertained guest cruisers and young sailors alike with stories of the old Navy. To illustrate his stories he had with him an extensive picture collection showing Havana as it used to be, wooden square-riggers, and of course, the old gunboat *Bennington*.

He told them about sailing a square-rigger around the Horn and through the Strait of Magellan, and of eating hardtack and sow belly, and how he used to be rocked to sleep in a swaying hammock.

During the cruise *Bennington's* commanding officer presented Van Epen with a hand-painted and engraved ship's plaque to commemorate the visit and a number of photos of the *Bennington* in action to add to his collection. The present *Bennington*, that is.



"Have you seen a tramp steamer tied up around here anywhere?"

Fire is a constant potential hazard on board ship. All possible measures must be taken to prevent fires, and to bring them quickly under control and extinguish them when they do occur. A fire emergency is everyone's concern, and the ability to act swiftly and effectively comes only with knowledge. Test yourself on these few points. If you don't do well, a review of fire fighting techniques is in order.

1. Smothering a class A fire with foam is not completely effective because:

- (a) The fire might occur in a closed compartment;
- (b) It takes too long to make foam;
- (c) Embers are not cooled sufficiently;
- (d) Electrical apparatus will be ruined by foam.

2. The first step in extinguishing a class C fire is to:

- (a) Secure the firemain system;
- (b) Secure power to the circuit;
- (c) Secure the ventilation system;
- (d) Don oxygen breathing apparatus.



3. Which of the following is not recommended when fire threatens incendiary bombs:

- (a) Throw them overboard;
- (b) Use high-velocity fog to cool them;
- (c) Use sand to protect them;
- (d) Use foam to cool them.

4. A firefighter in a smoke-filled compartment should wear a safety line which is tended by someone outside. Two tugs on the line by the wearer mean:

- (a) Keep slack out of line;
- (b) Send help;
- (c) I am going ahead;
- (d) I am all right.

5. Why must you NOT spray water on a man wearing an asbestos suit:

- (a) You might blur his vision;
- (b) Steam generated within the suit might scold the man;
- (c) The material will become waterlogged;
- (d) The force of the water might push him into the fire.

Answer to Quiz Aweigh can be found on page 64.

# TASK

The following narrative portrays the Navy's role in the operation earlier this year off Palomares on the Mediterranean coast of Spain. The report is concerned with the numerous Navy activities working under the direction of the Commander, Task Force Sixty-Five.

The over-all task, ashore and afloat, included elements of the U. S. Air Force and the U. S. Embassy, in addition to representatives of industry who offered their services in the assignment. It is appropriate here to pay tribute to the extensive cooperation of Spanish officials and the work of many civilians; indeed, teamwork was the keynote culminating in successful achievement of this mission in the face of many hardships.

**TEAM MATES**—Navy's CURV, designed to retrieve torpedoes, secured lines to H-bomb that was located by the deep-diving sub *Alvin* (below).

**C**ONTACT NUMBER 261, resting in wooden chocks on the fantail of *uss Petrel* (ASR 14), was still partially shrouded by its gray cargo parachute. On its perch the large, cigar-shaped bomb presented a rather unspectacular appearance, considering that for previous weeks it had been the object of a search involving more than 3000 men in 23 ships.

As the submarine rescue ship moved slowly along the starboard side of *uss Albany* (CG 10), then reversed and backed closer to the cruiser, the thermonuclear bomb came into close camera range for news photographers on board the Task Force 65 flagship.

This was the first public exhibit of a thermonuclear weapon. The bomb picture was flashed around the world by news media as evidence of its successful recovery.

The event marked the culmination of an 80-day drama in which man's fortitude and ingenuity defied the formidable forces of Nature in two dimensions, above and below the sea, in the most exacting U.S. Navy deep sea search and recovery operation ever conducted.

**P**RECIPITATING this all-out U. S. effort, a B-52 jet bomber crashed after colliding with its KC-135 refueling tanker over southern Spain

**ALL HANDS**



# FORCE SIXTY-FIVE

on 17 January. The four hydrogen bombs carried aboard the B-52 fell to earth from about 30,000 feet, but there was no nuclear explosion because the bombs were unarmed.

Three of the bombs were recovered in the farm country near Palomares, but an extensive search of the area failed to turn up the fourth.

Six days after the crash, TF 65 was formed to prosecute a sea search for the missing bomb and to locate aircraft wreckage which had fallen into the sea.

There are few meaningful analogous situations that might be concocted to describe the challenge which faced Task Force personnel. It's not enough to say they were looking for the proverbial needle in the haystack because there were so many complicating factors.

Like the land area in the vicinity of Palomares, the adjacent sea bottom is mountainous and falls off to great depths. Add to that the tremendous pressures and darkness encountered below 500 feet, the difficulties of navigating precise search patterns to insure that the entire area is scanned (even with arc lights, visibility ranges from 20 feet to zero, depending on the state of the sea), and many other difficulties, and the magnitude of the task becomes difficult to calculate.

Nevertheless, Rear Admiral William S. Guest, USN, arriving as on-scene commander from his post as Deputy Commander, Allied Forces Southern Europe in Naples, Italy, had a job to do. Although the unarmed bomb did not present any danger, the United States was determined to locate and recover it.

The Navy spared no effort to provide the best talent and equipment available for the search of the seaward areas. Some of the best qualified oceanographers and scientists in the U. S. joined Admiral Guest's staff, as well as experienced submarine officers—several of whom participated in the deep sea searches for *uss Thresher* (SSN 593) in 1963 and 1964.

At the outset, 15 ships were assigned to TF 65, including submarine rescue ships, fleet tugs, minesweepers, combatants and some sup-

port types. As the search progressed, some of these rotated and others were added.

Additionally, the force eventually included about 100 of the Navy's best frogmen and deep sea divers, as well as the latest equipment available—some proven in naval operations and some experimental and fresh off the drawing boards. Some of the equipment was provided by civilian contractors who are specialists in underwater operations.

Meeting with the press after several fruitless weeks of searching, Admiral Guest emphasized the fact that, although the sea is the Navy's medium, many difficulties were inherent in the task at hand.

**F**IRST, the exact geographic point at which the aircraft collided was not known. Officers skilled in operational analysis were assigned to the TF 65 staff from Washington. Based on several calculations, they helped establish the search areas of highest probability. The rugged underwater terrain in these areas greatly complicated the use of electronic and acoustic search equipment.

Such being the case, it was necessary to resort to purely visual search in these areas, using deep submer-

gence craft. Under such conditions, when visibility averages about 10 feet, this requires patience and painstaking, time-consuming effort.

On the subject of contamination or radiation, Admiral Guest explained that daily tests of sea water, collected from various depths, confirmed that there was no radiation present. Coring samples of mud, taken from the bottom in widespread locations, were likewise negative. He assured the press that there was no hazard to health or safety in the area.

He concluded by stating that he did not expect a short, quick operation; that it might take TF 65 a considerable period to accomplish its mission.

Six days later, shortly before noon on 15 March, *Alvin*—the Navy's smallest manned deep submergence research craft—located an object with an attached grayish parachute at latitude 37-11.3 north, longitude 01-41.1 west, on a 70-degree slope at a depth of 2550 feet. The location was about five miles offshore.

*Alvin*, barely two years old, was one result of the Navy's efforts to increase its knowledge and capabilities in the area of deep submergence and was produced under Navy contract. Its normal job was to perform scientific assignments, under Office of Naval Research contract, by the Woods Hole Oceanographic Institution.

## The Search

**L**EADING UP TO THE NAVY'S unique task—and memorable accomplishment—is a chronology of events which reflect, in the words of Secretary of Defense Robert S. McNamara, the "determination, dedication and professionalism" of all hands concerned with the recovery.

The day following the crash, *uss Kiowa* (ATF 72) arrived in the area to offer any possible assistance. On 21 January, two minesweepers—*uss Pinnacle* (MSO 462) and *Sagacity* (MSO 469) arrived with an explosive ordnance disposal (EOD) team and commenced a search of shallow waters off the coast of Palomares, where three Air Force aviators had been picked up by Spanish fishermen. The Navy, by



this time, had been asked to prosecute an area search within the 100 fathom curve, and the decision was made for an all-out Navy effort in the recovery operation.

On 22 January, Rear Admiral Leroy V. Swanson, USN, Director of Fleet Operations Division in the office of the Chief of Naval Operations, was designated as the CONUS coordinator for the search. His post was CNO flag plot. The following day, Task Force 65 was organized by the Commander Sixth Fleet in the Mediterranean.

Immediately, stock was taken on all available people, ships and equipment, in the Navy and in civilian industry, that could be brought to bear on the problem.

Meanwhile, it was necessary to establish high probability search areas. Fishermen who had rescued downed aviators were taken to sea on board *Pinnacle* to relocate the pick-up areas. One spot where a lone aviator was recovered was over five miles off shore from Palomares; another spot, where two aviators were picked up, was closer to shore but somewhat west of the coastal town. Even closer to shore was a large semicircular area where wreckage debris was being recovered by Navy units.

**A**NOTHER pertinent clue was obtained when investigating officers checked into a story that yet another Spanish fisherman had observed what he described as a "half man" in a parachute land in the sea. This fisherman told his story to the investigating team, then relocated the approximate area where he believed he had seen the object land.

All these factors strengthened the Task Force's belief, based on other calculations, that the bomb was in the sea.

It was not until 21 February that precise calculations were completed and the Task Force promulgated a chart of the high probability areas. However, the areas which were eventually designated as being of highest probability, had been considered as such from the beginning. The early search had been concentrated in those areas to the greatest extent possible with the equipment available.

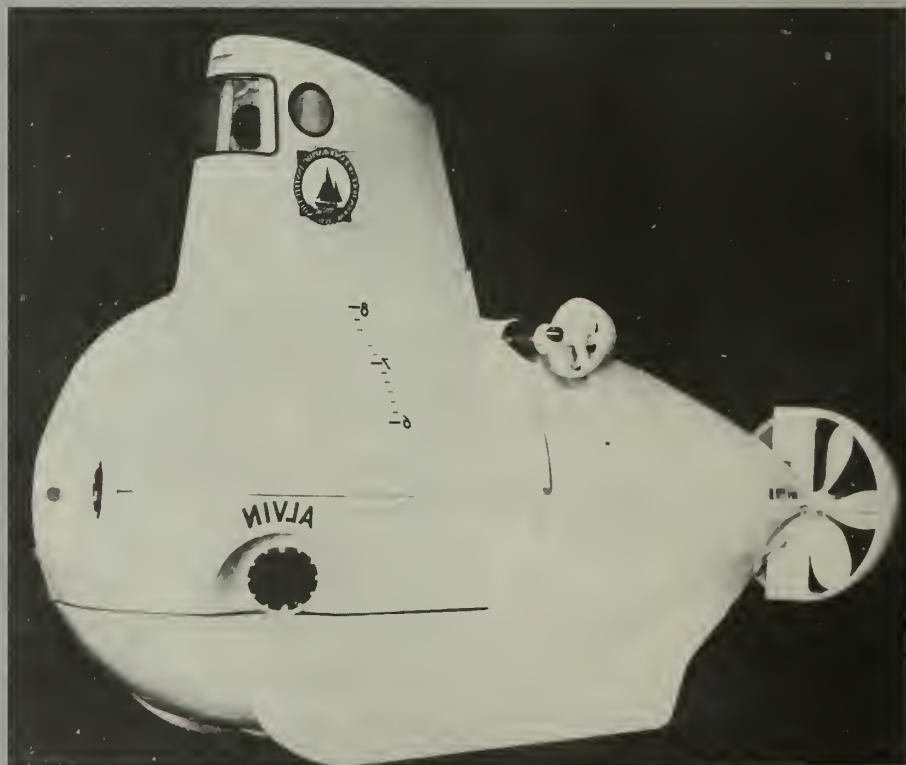
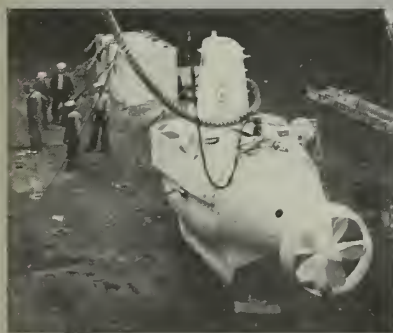
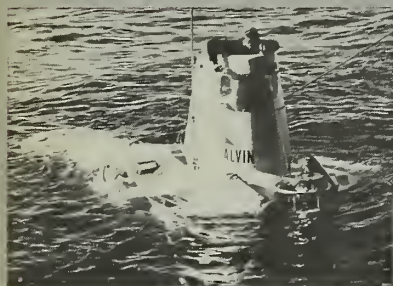
The boundary lines of the initial search area, when drawn on a map, formed a long triangle, the base of which extended along the shore area where wreckage debris was found, with the apex being the point where one aviator was recovered furthest from shore. The final search areas

were largely contained within the initial triangle. These were subdivided and designated, in order of highest probability, areas A1, A2, B and C.

**T**HE FIRST DAYS of TF 65's existence were primarily devoted to organizing and planning the search, although shallow water operations were already underway. All available resources were ordered in or contracted for. Stage one involved divers and small vessels; stage two included the arrival of large ships and deep submersibles.

The task force eventually had ships capable of providing necessary communication and command facilities, repairs and refueling.

Between 24 and 30 January, *uss MacDonough* (DLG 8) spent a few days as TF 65 flagship, being relieved by *uss Boston* (CAG 1) on 30 January; the remaining elements of Mine Division 84—*uss Skill* (MSO 471) and *Nimble* (MSO 459) arrived. (These were relieved on 21 February by MinDiv 85, including *uss Rival* (MSO 468), *Salute* (MSO 470), *Notable* (MSO 460) and *Ability* (MSO 519). *uss Ft. Snelling* (LSD 30) arrived with additional frogmen on board; the





gasoline tanker *uss Nespelen* (AOG 55) was on the scene; and *usxs Dutton* (T-AGS 22) chopped to TF 65 to perform a hydrographic role.

Navy Scuba divers were covering areas within the 80 foot curve. MSOs covered deeper areas, using sonar gear, as their capability permitted. *Pinnacle* arrived at Cartagena, Spain for installation of ocean bottom scanning sonar (OBSS)—a recent development provided by a civilian contractor.

Information on the sea bottom in the search area was almost non-existent when TF 65 set up operations. Answers were needed to such questions as "Would the bomb sink in mud or muck on the sea bottom." *Dutton* commenced a bottom contour survey, from which charts were produced which described the bottom topography in detail.



THE WORD—RADM William S. Guest, USN, talks with press on board an LCM.

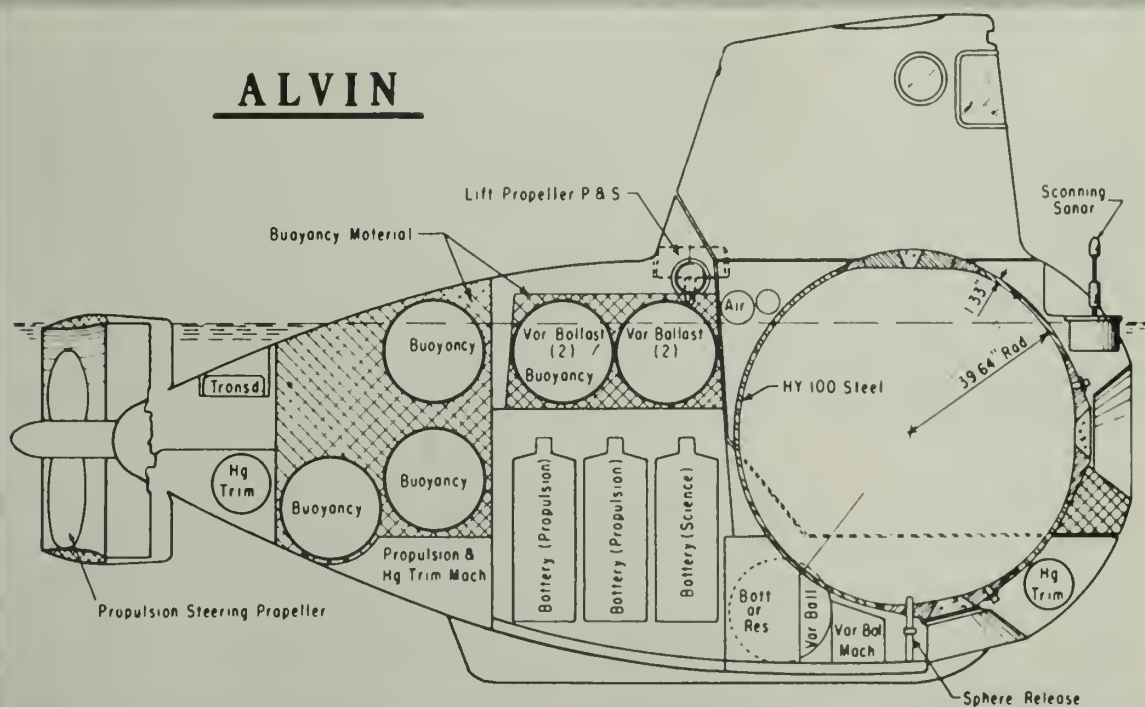
**L**ACK OF ADEQUATE survey information in the beginning also necessitated the establishment of an accurate navigation system as a point of departure to sweep the search area precisely. The answer to this problem was three Decca high fix navigation stations, along with Navy Lorac team support, with which optimum

navigation error was reduced to about 15 feet.

Other equipment arriving at this time included an underwater television system and a vehicle called Deep Jeep, from the Naval Ordnance Test Stations at China Lake and Pasadena Calif. The TV system was the

same one used in the Sealab II experiment in underwater living last year.

Also, a stalwart in ensuing operations, the submarine rescue ship *uss Petrel* (ASR 14), arrived on 2 February, giving the task force a deep diving capability with its hard hat divers. A flight brought additional



Longitudinal section of ALVIN



USS Tringa (ASR 16)



USS Petrel (ASR 14)



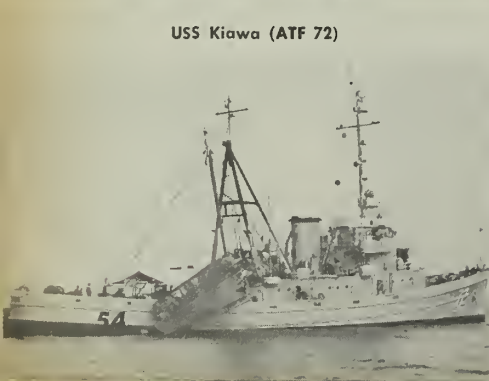
USS Salute (MSO 470)



USS Sagacity (MSO 469)



USS Charles R. Ware (DD 865)



USS Kiawa (ATF 72)

divers, including Navy aquanauts who had participated in Sealab.

During the second week of February the search operations began to jell. Until that time they were hampered by the lack of precise navigation facilities and deep submergence craft. On 12 February the *Decca/Lorac* installation was completed. Two days earlier *Alvin* and *Aluminant* had arrived, the latter a civilian industry-owned deep submergence aluminum submarine.

*Cubmarine*, another civilian-owned vehicle, capable of operating at moderate depths, arrived with its support crew, including Jon Lindbergh, son of the famous aviator. The following ships also joined the task force: *USS Cascade* (AD 16); *Luiseno* (ATF 156); *Charles R. Ware* (DD 865) —later relieved by *Wallace L. Lind* (DD 703); *Tringa* (ASR 16); and *Hoist* (ARS 40). A Spanish mine-

sweeper joined the force to restrict fishermen from the search area, and was very helpful in this role.

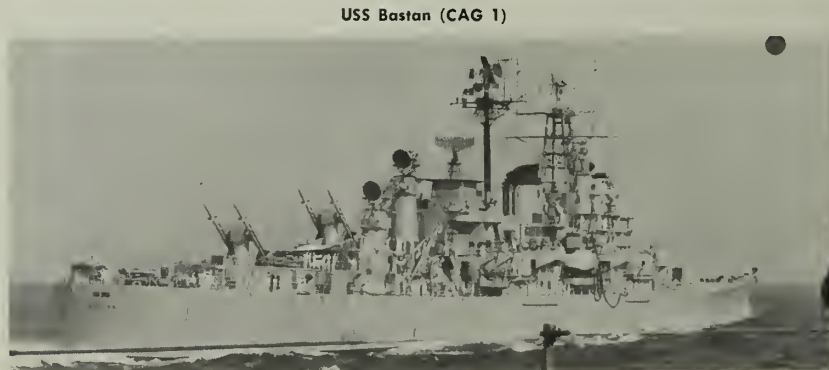
Finally, when *usns Mizar* (T-AGOR 11) arrived on 19 February, she rounded out the force's capabilities with her underwater photography sled and sounding equipment.

*Mizar* went to the Med direct from the Philadelphia Naval Shipyard, where she had just undergone outfitting of the special equipment. On board were a group of Naval Research Laboratory technicians who, until the special assignment, were scheduled to shake down the new equipment in southern waters.

Participating Navy Ships not pictured:

USS Pinnacle (MSO 462); USS Notable (MSO 460); USS Nimble (MSO 459);

USNS Dutton (T-AGS 22); USS Wallace L. Lind (DD 703)



USS Bastian (CAG 1)



USNS Mizar (T-AGOR 11)





USS MacDonough (DLG 8)



USS Luiseno (ATF 156)



USS Nespelen (AOG 53)



USS Albany (CG 10)



USS Rival (MSO 468)



USS Fort Snelling (LSD 30)



USS Skill (MSO 471)



USS Cascade (AD 16)



USS Hoist (ARS 40)

USS Ability (MSO 519)





HELPING HUNT—DSV *Aluminaut* rests in LSD between dives in search of bomb.

Instead, they were to put it to a more practical test.

WITH VARIOUS capabilities now dovetailing, it was possible to launch a full-scale, precise search.

MSOs established several sonar contacts which were followed up by either Scuba diver (up to 80-foot depths), hard hat diver (up to 200

feet), *Cubmarine* (up to 600 feet), *Alvin* or *Aluminaut* identification. Each object was given a number, and over 300 were checked out before the search was completed. The OBSS sled towed by *Pinnacle* also established several contacts. At one point early in the search, OBSS equipment located an object, evaluated as being about 10 feet long and

TOP SIDE—Dock landing ship *USS Fort Snelling* (LSD 30) and other Navy ships participate in the big hunt for the thermonuclear weapon in Spanish waters.



two feet in diameter, on the sea floor in deep water. Hopes that the bomb was at last found were high, but the object, when photographed by *Mizar*, turned out to be a 10-foot length of pipe.

*Mizar* continued photographing large areas of the sea bottom. *Alvin* and *Aluminaut* were operated from the LSDs, with *Aluminaut* also supported by its mother ship, *Privateer*. *Alvin*'s three civilian pilots from Woods Hole Oceanographic Institution in Massachusetts, which operates the vessel for the Office of Naval Research, were all ex-Navy men. They maintained a rigorous schedule, pushing *Alvin* to its utmost limits of endurance.

By the first week of March, TF 65 had pulled about 175 pieces of aircraft and classified equipment from the sea. Some of these were major sections of aircraft wings, plus one wing tank. Others weighed as little as a few ounces and were only a few square inches in size, indicating the thoroughness of the search.

Primary efforts were directed toward the concurrent search in Areas A1 and A2, until the search in the latter area was considered complete at the end of February. Area C had also been scrubbed by this time, after a more accurate fix was made on the reported location of one of the rescued aviators.

On 27 February *Aluminaut* identified two pieces of wreckage about two and one-half miles from shore in Area A1. This was the first discovery of debris in this area.

### The Recovery Efforts

BUT THE FIRST REAL BREAK occurred on 1 March at 2400 feet in Area A1.

*Alvin* was engaged in what is termed a contour search. That is, the two-man craft would comb a specified area, as recorded on a grid chart in the Task Force operations center, maintaining a specified depth (in this case, 2400 feet). The bottom along the course at this pre-designated depth was visually examined for possible evidence of the missing bomb.

The complicated technique of knowing what areas had and had not been searched was tied to the sophisticated navigation systems ashore, as well as the grid charts.

The job was tiring, dangerous and difficult. Even with *Alvin*'s bright arc



lamps, visibility was a maximum of 20 feet from either port. When currents or other disturbances stirred up the eight-to-ten inch layer of sediment on the bottom (which looked like gray cement), visibility could grind down to zero and remain that way for up to 14 hours.

**A**LVIN was thus chugging along at about two and one-half knots on 1 March when its pilot sighted a track on a slope in the sea bottom which looked as though a torpedo had skidded through the mud. The *Alvin* pilot tried to follow, but lost the track.

Evidence pointing to area A1 as the most probable area was increasing.

The diligent *Alvin* crew finally hit pay dirt on 15 March, on a slope at 2550 feet in area A1. Cautious optimism gave way to joy as information relayed to the surface more or less revealed that the bomb had been found. However, task force members could not say so with any assurance until positive identification could be made on the surface.

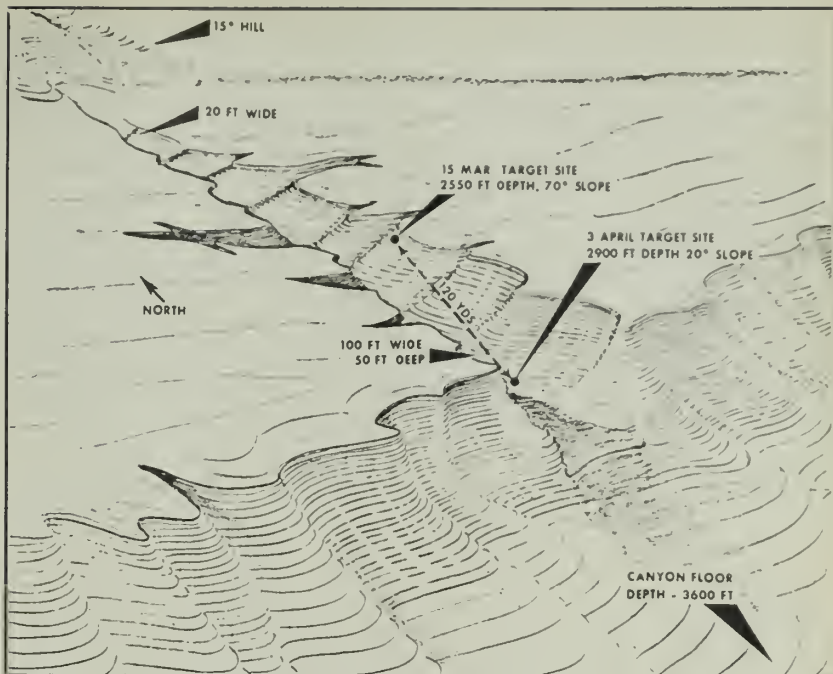
Unable to recover the bomb at the time, *Alvin* simply maintained station until *Aluminaut* arrived. *Alvin's* batteries were in need of a recharge by this time. The change of watch became the first deep inner space rendezvous of two vehicles.

*Aluminaut*, carrying an external transponder, pushed its nose into the mud and remained in the area for the next 22 hours. During this period the task force staff members were pooling their collective knowledge and ideas on how to go about recovering the bomb. The transponder enabled *Mizar* to establish a refined fix on the bomb's location.

On 16 March *Alvin* returned to the underwater location, carrying a long stake in its mechanical arm. Attached to the stake was a light line, buoyed at the bitter end. *Alvin* stuck the stake in the mud near the bomb, and a line to the surface marked the spot.

**T**HE INTENTION was to use the light line as a messenger for a heavier line, which would in turn be secured to the bomb. After a day of high winds and heavy seas, the attempt failed on 18 March when the stake pulled out of the bottom.

On 19 March another scheme was frustrated by high winds which continued for the next three days.



**SEA STORY**—Chart shows the rugged sea bottom where H-bomb was found.

Meanwhile, the staff worked out another scheme and fabricated a device they called *Poodle*. It was designed to attach lines to the parachute by means of grapples. Misfortune spoiled this operation.

**HARD-HAT HUNTER**—Navy diver inspects piece of wreckage found while searching at 200 to 400 ft. underseas.



*Alvin* had planted a strobe light and two pingers near the site, which helped the deep submergence craft to navigate near the parachute-covered object. On 24 March, *Alvin* succeeded in attaching one of three lines to the parachute.

Since the bomb lay precariously on a 70-degree slope, it was decided that the first step must be to drag it to more level ground before attempting to secure it further. The danger of disturbing it, and sending it plunging down a ravine 3600 feet deep and out of reach, was too great to take chances.

Unfortunately, when the attempt was made, the line parted, and either in rubbing across the fluke of an anchor which was part of the recovery rig, or as it came up over the granite cliff in the area, the bomb slid out of sight. It was lost again.

### Navy Calls on CURV

**S**IX DAYS AFTER THIS SETBACK, another noteworthy event took place. A C-141 cargo plane landed in Spain with a cargo from the Naval Ordnance Test Station, Pasadena, Calif. On board was another hero of this story, a device called CURV—a Navy cable-controlled underwater research vehicle (see centerspread)—accompanied by 12 technicians.

## Alvin Crew Had a Close-Up View of the Bottom

The story of the operation of *Alvin* in the search for and recovery of the H bomb lost off the coast of Spain is the saga of the deep submersible's three pilots who, working two at a time, put the vehicle through a series of unprecedented maneuvers.

During a period of nearly two months, *Alvin* completed 34 dives, operating for a total of 222½ hours at depths down to 3000 feet. The average length of each dive was six and a half hours and the longest dive lasted 11 hours—the day *Alvin* first found the bomb.

The three pilots, all former Navymen, are Chief Pilot William O. Rainnie, an engineer who participated directly in the design and construction of the submarine; Marvin J. McCamis; and Valentine P. Wilson.

All three are employed by Woods Hole Oceanographic Institution, which operates *Alvin* for the Office of Naval Research in carrying out a broad program of undersea research as well as special Navy missions.

*Alvin* had barely completed its full-scale tests in which the vehicle had reached its design depth of 6000 feet, and was being prepared for scientific operations when the call came that it was needed in Spain. *Alvin* was taken to Spain and began operating on 14 February.

Also on the scene was the *Aluminaut*, a privately owned aluminum submersible operating under contract to the Navy for this operation. Working with the two submarines to provide navigational guidance was *Mizar*, the

Naval Research Laboratory's oceanographic research ship which has unique sonar gear developed by NRL.

A special transponder attached to the hull of the submarine emits a signal which *Mizar* can pick up and, using its computer, thereby maintain a constant fix on the position of the submarine. This not only meant that *Mizar* knew the exact location of the submarine at all times, but also by using undersea telephone, could guide it to locations on the sea bottom in about the same way a control tower operator talks an airplane down in a thick fog.

*Alvin* located a parachute with an attached object which turned out to be the bomb on 15 March. The pilots on this occasion were McCamis and Wilson.

The *Aluminaut*, which is larger than the 22-foot *Alvin* and has greater submerged endurance, was then sent down to stand by so *Alvin* could surface to have its batteries recharged.

It acted as a marker until *Mizar* with its special navigational equipment could pinpoint the position. *Mizar* guided the *Aluminaut* to the general vicinity of *Alvin* and the bomb site, and then the pilots of the submarines, using voice communication, accomplished the first rendezvous by two inner space research submersibles, meeting within less than 50 feet.

Another first was accomplished the next day, when *Alvin*, carrying a three-eighth-inch line in the claw of its mechanical arm, brought it down from the surface to the bottom and anchored it there. An

anchor fluke on the end of the line was drilled into the bottom by *Alvin* spinning its claw, which can be turned in a complete 360-degree arc.

This line, however, was not destined to assist in the recovery. An ensuing attempt was made to drag the parachute, with its attached object, up the steep slope on which it lay. The attached line parted, and contact with the object was lost.

*Alvin* then began its second search for the bomb. The *Mizar* guidance system enabled *Alvin* to return to the original site quite readily. In addition, the pilots themselves had become familiar with the terrain and were able to maneuver with more assurance. They finally came upon the parachute, but with no indication that the bomb was under it.

The pilots on this second sighting were Rainnie and McCamis. The *Aluminaut* again came down for a rendezvous with *Alvin* to serve as a marker.

The next day *Alvin* returned. At this time *Alvin* placed an electronic device on the parachute to serve as guidance for CURV (Controlled Underwater Recovery Vehicle) operated by the Naval Ordnance Test Station, Pasadena, Calif., which was brought into operation.

Throughout the entire period, *Alvin* functioned with only minor mechanical corrections. *Alvin* has returned to Woods Hole, where it is being completely checked out before proceeding with the work for which it was designed—ocean science research of the deep bottom.

CURV was developed by NOTS for recovering small objects, such as spent practice torpedoes, from the ocean floor. Its original depth capability for recovery was 2000 feet, but Admiral Swanson's Washington advisory group had foreseen the necessity for a recovery vehicle that could operate at 3000-foot depths. Consequently, they had asked that CURV control cables be modified and tested to this depth. This had been done shortly after the first recovery attempt.

*Alvin* had resumed its meticulous

search for the bomb, commencing with a radial pattern around its previous location. Then, on a contour search at 2800 feet, while investigating some mud slumps, the *Alvin* pilot again sighted the parachute on 2 April.

Although it was thought that the bomb was dragged some distance up the slope before the line snapped on 24 March, the new location was some 250 feet further down the slope (at a depth of 2800 feet) near a widening ravine, within a few hundred feet of a canyon extending

to depths of over 4000 feet.

Operations were touch and go from here on. *Alvin* attached acoustic pingers to the parachute shrouds on 3 April to mark the bomb's location.

Meanwhile, the CURV crew were testing a procedure which they were planning to use to attach lines to the parachute. After a successful trial away from the bomb, CURV was guided from topside while it hooked a nylon line into the apex of the parachute on 4 April. Two days later a second nylon line was attached.



**T**HE DRAMA intensified during this period. After the first line was secured, *Alvin* moved in to inspect the situation. Tension on the line was causing the parachute to billow in the strong underwater currents, and the *Alvin* pilot unknowingly guided his craft almost inside the trap formed by the billowing chute. He responded quickly and reversed direction.

Constant contact was maintained with Object Number 261, however. With two of the desired three lines attached, the task force commander proceeded as deliberately as possible to effect the recovery.

Technical difficulties presented by the first such recovery of an object in deep water were compounded by recurrent bad weather on the surface. Caution could be exercised only to the point where the situation could be kept at status quo.

However, should unusually bad weather threaten to interrupt operations this time, or should the bomb commence to slide further down the slope, the recovery team was prepared to take immediate action to raise it.

Early on 7 April CURV descended to attach the third and last line. This began a final three-hour drama. The purpose of this third line was to act as a "lazy line" to enable them to locate the bomb if it were dropped again, and to prevent the two lines already attached from twisting and becoming fouled.

At 0515 Admiral Guest, aboard *Petrel*, was awaiting word that the third line had been attached so he could order the bomb hoisted. But the word was not so good. CURV was now caught in the parachute and could not be maneuvered. Faced with this situation, the admiral directed that the two lines already attached to the parachute be brought aboard *Petrel* from their buoys, and that the hoisting operation begin.

**A**LVIN was launched immediately and sent to a safe position on the bottom where she could track the hoisting operation on her sonar. Then, about 0700, the moment of truth arrived. The parachute and its cargo and the entangled CURV all left the bottom. So smoothly did this take place that it was not known for certain whether the attempt was successful.

About 0800, with the entangled collection about 50 feet below the



**EGG HUNT**—Navy frogmen search for clues in shallow waters off Palomares.

surface, Navy Scuba divers entered the water to disentangle CURV and identify the object wrapped in the chute.

After attaching additional lines, the divers confirmed the hopes of the task force. It was the missing bomb which the parachute had so carefully and completely hidden from view for so long.

At 0845 the weapon was safely on board *Petrel*.

Navy and Air Force ordnance teams checked the bomb, which was only slightly dented. Then Admiral Guest flashed word of the recovery to his superiors.

The operation was a milestone in Navy deep sea recovery efforts; its successful outcome will be a lasting tribute to the members of Task Force 65.

—Bill Howard, JOC, USN

### U.S. Navy Delivers a Fast CURV

**H**ERE'S HOW *Curv* operates in its regular role.

A support ship is used to transport the *Curv* to the recovery area. Normal operation of the vehicle at sea requires a crew of five: a mechanic, two electronics technicians, a sonar technician, and a project coordinator. After the vehicle has been lowered to the ocean bottom, the sonar technician directs the vehicle's course. The electronics technicians control the vehicle and the claw. Control and monitoring is accomplished from the control console on board the ship.

Operation of the vehicle has been geared to provide an efficient and highly reliable search and recovery system. Under ordinary circumstances, the entire system is routinely checked out well in advance of a scheduled event.

After the general location of the target is established by standard range methods and the topside

checkout has been accomplished, the *Curv* is lowered over the side of the anchored support ship and submerged, then it is directed to the required position for recovery on the ocean bottom.

Search and recovery procedures are, briefly:

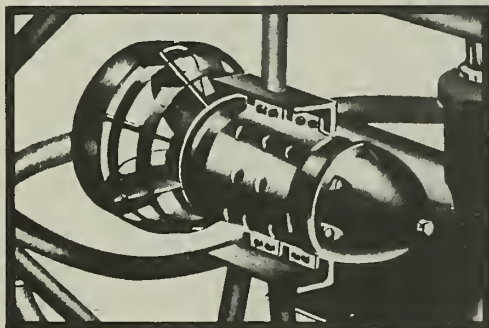
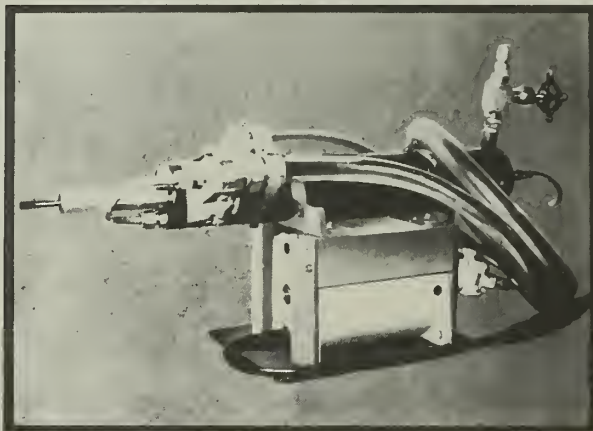
- Locate target using *Curv*'s high resolution sonar with passive and active modes for cooperative and uncooperative targets, respectively.
- Classify target with TV camera and document event with 35-mm camera.
- Position and attach hydraulically-operated recovery claw on target to be recovered.
- Release and surface recovery buoy.
- Eject claw from *Curv*.
- Back off *Curv*, leaving claw attached to target.
- Surface *Curv* and secure it aboard the support ship.
- Surface recovered target.

# NAVY'S CURV: What it is and how it works

The Cable-controlled Underwater Research Vehicle (CURV) was procured by the Underwater Ordnance Department, U. S. Naval Ordnance Test Station, Pasadena, California, where it was re-designed and developed by the Missile Branch for the purpose of deep-submergence search and recovery of hardware. It is a dependable and efficient device weighing approximately one ton and operating to a depth of 2,000 feet. It is designed for continuous service operation and is capable of recovering hardware weighing a maximum of one ton. The CURV searches and recovers faster than any other system currently available.

## HYDRAULIC SYSTEM

The hydraulic system provides power to control the TV tilt and pan, the angle inclinators for the sonar transducers, positioning and ejection of the claw, and release of the recovery buoy. The system consists of an accumulator, a free-flooding motor, and a hydraulic pump. The hydraulic system is specifically designed for operation in a deep-recovery environment. It is pressure-compensated and the total system is charged to the ambient pressure to which it is subjected. The pressure differential created by the pump, therefore, produces the same working pressure on the hydraulic components at any working depth. The motor for the hydraulic system has an open-frame construction, freely admitting sea water to the inner portions of the unit and eliminating the necessity for seals.

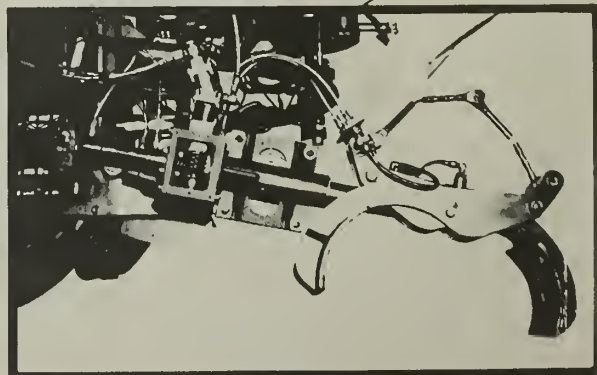
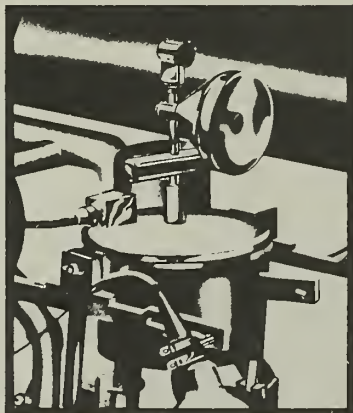


## PROPULSION SYSTEM

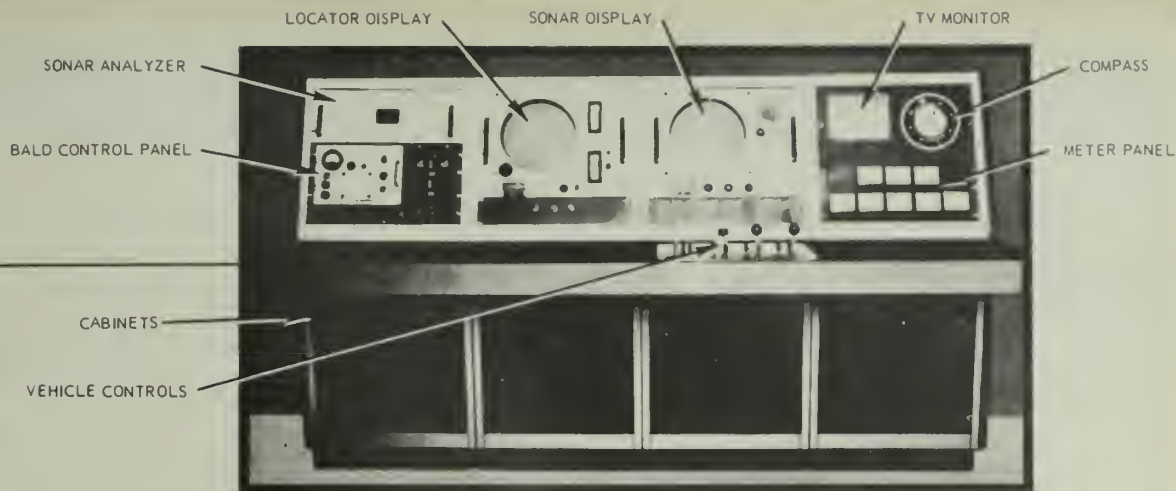
The propulsion system propels the CURV in any desired direction in an underwater environment. The system consists of three screws (port, starboard, and vertical) each driven by a 440-volt AC, 3-phase, 60-cycle, 10-hp, oil-filled, and pressure-equalized motor capable of operation to 10,000 psi. The course and mobility of the vehicle can be controlled to a fine degree by proper operation of the motor controls.

## SONAR

A SLAD-503 acoustic instrumentation system, containing a continuous-transmission, frequency-modulated, high-resolution sonar with active and passive modes, is used to search out the exact location of the hardware to be recovered so that the CURV can be steered on course until the hardware becomes visible on the TV monitor. The sonar is one of the four functional sections of the SLAD-503 system; the other sections are the locator, altimeter, and depthometer. The sonar provides a high degree of resolution and a 120° angular scan so that relatively small acoustically reflecting objects can be detected and delineated on the sonar display unit located in the control console aboard the support ship. The sonar assembly, mounted on the CURV, contains an electronic package, hydrophones, projector, and training-mechanism.







#### CONTROL CONSOLE

The Boat-mounted Acoustic Locating Device (BALO) is an auxiliary equipment which is mounted on the support ship and used initially to determine the bearing of the hardware to be recovered. It is then used to locate and track the CURV. The controls and operating mechanism are contained in the BALO CONTROL PANEL. The bearing trace is shown on the LOCATOR DISPLAY.

The SONAR ANALYZER analyzes frequencies from the sonar receiver and provides range and bearing in the active modes and bearing only in the passive mode. This information is transmitted to the SONAR DISPLAY. A speaker amplifier is also provided for aural presentation of target echoes.

The VEHICLE CONTROLS panel contains the switches and indicator lights used to control all hydraulic and electrical functions. It also contains the ON-OFF switches, indicator lights, and the variable auto-transformer controls for the three propulsion motors.

The TV MONITOR displays the video signal received from the underwater TV camera. The COMPASS is used to obtain the relative bearing of the CURV with respect to the support ship.

The METER PANEL contains two rows of meters which indicate the rpm's of the three propulsion motors, vehicle amperes, AC console voltage, and AC vehicle voltage. It also contains the leak detector.

The CABINETS house the electronic components located in the upper section of the console and the propulsion motor controls located in the lower section of the console.

#### OPTICAL EQUIPMENT

The optical equipment provides identification and documentation capabilities during recovery operations. Final identification of the object to be recovered is accomplished by use of an underwater, transistorized TV camera which has a diameter of 3 inches, a weight of 9 pounds, a low-power requirement of 465 ma at 12 v DC, a warmup time of 7 seconds, and an f/1.2 lens permitting a view angle of 45° when submerged. The image is transmitted to the TV monitor located on the control console aboard the support ship. Light source for the TV camera is supplied by two mercury vapor lights, each having a beam angle of 40°, a 250 W rating, and a 40-second warmup time.

Documentation is accomplished by a 35-mm deep-sea camera, which is 27 inches long and 5 inches in diameter and has an f/11 lens, corrected for underwater use, and a black and white or color film capacity of 500 frames. Light source for the camera is supplied by a strobe light.

#### CLAW

The hydraulically operated claw attaches to the object to be recovered. After release and surfacing of the recovery buoy, which is attached to the claw by a nylon guideline, the claw is disconnected from the vehicle by the action of an eject piston against a quick-disconnect mechanism thereby ejecting the claw from its housing. The claw assembly consists primarily of the claw, claw shaft, quick-disconnect mechanism, eject piston, and housing. A claw, clamshell scoop, and snare have been developed for the CURV to fit the varying sizes and shapes of hardware to be recovered.



# DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ GUEST, WILLIAM S., Rear Admiral, USN, as Commander Task Force 65 during the period 23 January to 12 Apr 1966 Assuming command of a force of ships whose mission was to conduct coordinated surface and subsurface operations in the vicinity of Palomares, Spain, in order to recover wreckage and debris, including a nuclear weapon, which had fallen into the Mediterranean Sea following a collision between two U.S. Air Force aircraft, RADM Guest commenced search operations with the limited forces and personnel initially available to him, later integrating the activities of an augmented and extremely varied force which included specialized diving, research and navigational equipment. He contributed in large measure to the success of the task force in locating and recovering the lost nuclear weapon from the ocean floor and in returning the whole search area to its original condition.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ DOREMUS, ROBERT B., Lieutenant Commander, USNR, posthumously, while serving in Fighter Squadron 21 aboard *uss Midway* (CVA 41), as Flight Officer of an F4B *Phantom* aircraft during a mission in support of combat operations in Southeast Asia against North Vietnamese forces on 17 Jun 1965. Engaging at least four and possibly six aircraft, LCDR Doremus accounted for one confirmed kill and contributed to the second by the other F4B aircraft in the flight by diverting the remaining enemy planes from their threat to the U. S. striking forces. With heavy anti-aircraft fire bursting throughout the patrol area, his crew maintained their vigil and pressed forward their attack, seeking out and destroying the enemy aircraft in the area. By his courage, skill and devotion to duty in the face of

grave personal risk, LCDR Doremus upheld the highest traditions of the U. S. Naval Service.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ ANDREWS, CECIL L., Rear Admiral, MC, USN, as Commanding Officer, National Naval Medical Center, Bethesda, Md., from January 1965 to June 1966, for improving the quality of care to a steadily increasing number of outpatients, and for his work in the rehabilitation of buildings and grounds at the hospital.

★ AUBREY, NORBERT E., JR., Captain, USN, as Head, Submarine Placement Section and Nuclear Power Personnel Program Manager, Bureau of Naval Personnel, from May 1963 to June 1965, for his supervision of the expansion of personnel requirements of the Navy's rapidly expanding nuclear-powered Fleet.

★ DOUGLASS, ROBERT M., Commander, USN, as Commanding Officer, *uss Sargo* (SSN 583) during three related missions conducted in the period 17 Jul 1963 to 19 Jun 1965, which resulted in achievements of great value to the U. S. government.

★ HOLLAND, JAMES L., Rear Admiral, MC, USN, as Commanding Officer, U.S. Naval Aviation Medical Center, from November 1964 to June 1966, for his work with the National Aeronautics and Space Administration in support of the nation's space program.

★ KIDD, ISAAC C., JR., Captain, USN, as Executive Assistant and Senior Aide to the Chief of Naval Operations from 10 Aug 1962 to 15 Jun 1966, for his performance in connection with the Cuban crisis, and in matters pertaining to the loss of *uss Thresher*, in planning responsibilities related to the Tonkin Gulf incidents, and in monitoring of the processes leading to the implementation of the Navy's reorganization.

★ KREUZ, FRANK PETER, JR., Rear Admiral, MC, USN, as District Medical Officer, Ninth Naval District and Commanding Officer, U.S. Naval Hospital, Great Lakes, Ill., from February 1962 to June 1966, for increasing the re-

cruitment of potential medical officers in his district five-fold; for personally seeking to assure that all patients in the hospital were progressing properly and were furnished any reasonable service that could be provided; and for establishing special accommodations for families of patients on the serious or critical lists since no public accommodations were available.

★ MOODY DEWITT H., Lieutenant Commander, USN, from 25 January to 12 Apr 1966 as Commander Task Group 65.3, with additional duty on the Staff, Commander Task Force 65, in connection with operations involving the search for and recovery of a nuclear weapon and aircraft wreckage from the Mediterranean Sea.

★ PAGE, HORACE C., Captain, USN, from 23 January to 12 Apr 1966 as Chief of Staff, Commander Task Force 65, for his work in connection with operations relative to the search for and recovery of a nuclear weapon and wreckage and debris which had fallen into the Mediterranean Sea following the collision of two U. S. aircraft.

★ TORGERSON, THEODORE A., Rear Admiral, USN, as Director for Communications-Electronics, Organization of the Joint Chiefs of Staff, from July 1963 to June 1966, for insuring rapid development and control of defense communications on a worldwide basis, thus enhancing the command and control capabilities of the Department of Defense.

## Gold Star in Lieu of Second Award

★ GRALLA, ARTHUR R., Rear Admiral, USN, as Commander South Atlantic Force, U.S. Atlantic Fleet, and Commander Task Force 86 from 15 Aug 1964 to 2 Mar 1966. During this period, RADM Gralla was responsible for and supervised the planning and execution of Operation Unitas V (1964) and Operation Unitas VI (1965), the combined antisubmarine warfare training exercises conducted annually by the naval forces of the United States and eight South American countries. Through his professional competence and efforts, he contributed in large measure to the success of the combined bilateral and multilateral operations.

## Gold Star in Lieu of Second Award

★ JOHNSON, NELS C., Rear Admiral, USN, as Chief, Strategic Plans and Policy Division, Plans and Policy Directorate (J-5), Joint Chiefs of Staff



from July 1963 to May 1966. Responsible for developing and coordinating the basic planning documents of the Joint Chiefs of Staff during a period of rapid change, RADM Johnson was successful in carrying out his responsibilities, making significant contributions toward improving United States military strategy and force posture. His initiative and vision have enhanced long-range plans and the development of new concepts affecting future force levels and weapons systems.

#### Gold Star in Lieu of Second Award

★ WALLIN, HARRY N., Rear Admiral, CEC, USN, as Director, Office of Management Information and Director, Secretary of the Navy's Management Information Center, from November 1964 to February 1966, for his part in improving the performance of the Department's basic mission—the support of Naval and Marine forces.

#### Gold Star in Lieu of Third Award

★ SIEGLAFF, WILLIAM B., Rear Admiral, USN, as Commandant, First Naval District, from January 1964 to June 1966, for his work in the creation of an outstandingly cooperative and productive relationship between the Naval Reserve, the Navy and the civilian community.

#### Gold Star in Lieu of Fourth Award

★ HILL, ANDREW J., JR., Rear Admiral, USN, as Commandant, Naval District Washington, from July 1964 to June 1966, for his work in the merging of the Severn River and Potomac River Naval Commands into the Naval District Washington.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ LYNN, DOYLE W., Commander, USN, posthumously, as pilot of a jet aircraft in Fighter Squadron 111, serving aboard *uss Kitty Hawk* (CVA 63), during a flak suppression flight on 7 Jun 1964. While subjected to enemy ground fire and the threat of armed interception by hostile aircraft, CDR Lynn successfully attacked and silenced antiaircraft batteries until he was forced to abandon his severely damaged aircraft. He displayed exceptional courage and resourcefulness in evading enemy ground forces until his rescue approximately 17 hours later.

#### Gold Star in Lieu of Second Award

★ LYNN, DOYLE W., Commander, USN, posthumously, for a coordinated attack on a group of PT boats in the vicinity

of Quang Khe, North Vietnam, on 28 Apr 1965. As leader of a flight of five F8D *Crusaders*, CDR Lynn used air-to-ground rockets to suppress the PT boats' heavy antiaircraft fire, thus allowing the attack bombers successfully and safely to make their low-altitude attacks which caused extensive damage to the boats.

#### Gold Star in Lieu of Third Award

★ LYNN, DOYLE W., Commander, USN, posthumously, for leading a flight of four aircraft on an antiaircraft suppression mission against the Vinh Railroad Yards, North Vietnam, on 27 May 1965. CDR Lynn initiated the Air Wing attack with his flight in the face of intense antiaircraft fire. His aircraft received fatal damage on the first run, entered uncontrolled flight, and crashed within the target complex. CDR Lynn's leadership, courageous fighting spirit and devotion to duty were in keeping with the highest traditions of the U. S. Naval Service.

#### Gold Star in Lieu of Fourth Award

★ LYNN, DOYLE W., Commander, USN, posthumously, for leading a flight of four F8D *Crusaders* against Vinh Airfield, North Vietnam, on 8 May 1965. CDR Lynn initiated the flak suppression attack, destroying the assigned target. By making multiple runs against antiaircraft gun emplacements in conjunction with light bomber attacks, he contributed in large measure to the successful completion of this important mission.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BRASHEAR, CARL M., Chief Boatswain's Mate, USN, while serving aboard *uss Hoist* (ARS 40), which was operating in support of Task Force 65 on 23 Mar 1966, in connection with salvage operations of great importance to the United States. While engaged in transferring stores from a landing craft to *Hoist* in heavy seas off the coast of Spain, Chief Brashear saw the bowline of the landing craft part. Realizing that a shipmate standing in the stern of the landing craft was in serious jeopardy if the heavily strained stern line also parted, he unhesitatingly pushed his shipmate to safety, but was seriously injured himself when the stress from the remaining line caused a portion of the craft to carry away and hit him on the leg. By his prompt and courageous actions in saving another man from injury or possible death, Chief Brashear, at the risk of his own life, upheld the finest traditions of the U. S. Naval Service.

★ KELLY, DAVID R., Hospitalman, USN, for assisting in the rescue of two passengers from a burning Air Force C-130 aircraft which had crashed off the runway into a lagoon during takeoff from Chu Lai Airfield, Republic of Vietnam, on 8 Dec 1965. The left wing of the aircraft had ripped loose and was burning violently against the left side of the fuselage. With billowing, wind-whipped flames from fuel floating on the water engulfing the cockpit and fuselage, Kelly waded into knee-deep water to assist in chopping an opening into the plane in an attempt to free two passengers who were trapped in the wreckage. Despite the imminent danger of further explosions, Kelly entered the burning plane and aided another man in removing one fatally injured passenger. He then worked his way through the fire and wreckage with another rescuer, found and freed the second trapped passenger, who was seriously injured, and helped carry the victim to safety. Through his prompt and courageous actions in the face of great personal risk Hospitalman Kelly was directly instrumental in saving a life.

★ MADDEN, CYRIL B., Shipfitter Fireman, USN, while serving aboard *uss Betelgeuse* (AK 260) at Mount Pleasant, S. C., on 7 Jan 1966. Upon being notified by the Command Duty Officer that two men had been overcome by fumes while working in the tank of a jet fuel barge drydocked in the shipyard, Madden donned an oxygen breathing apparatus (OBA) and climbed down the ladder into the tank. After securing a belt with an attached retrieving line around one of the unconscious men, he helped the other rescuers at the top of the tank pull the victim out. Before he could attach the safety belt to the other unconscious man, Madden encountered difficulty with his OBA and had to leave the tank. Another man effected the rescue of the second victim. Through his prompt and courageous actions in an emergency, Madden was directly responsible for saving a life.

★ ROBERSON, JERRY M., Boatswain's Mate 2nd Class, USN, for rescuing a shipmate who had leaped into the East River from the flight deck of *uss Intrepid* (CVS 11), which was moored to Pier K, New York Naval Shipyard, Brooklyn, N. Y., on 31 Aug 1965. Upon observing a shipmate floundering in the water, Roberson dived overboard and swam to the side of the victim. Although the drowning man fiercely resisted all rescue attempts, and despite the treacherous current and strong undertow, Roberson succeeded in keeping him afloat until assistance was available. By his prompt and courageous actions in the face of grave personal risk, Roberson was directly responsible for saving another man's life.

# TAFFRAIL TALK

**T**HE NAME of the game is golf, and the duffers at Great Lakes Naval Training Center are using it to create something more than golf widows. They boost the annual Navy Relief Society's fund drive by playing at their favorite sport.

It works like this:

Each year a Golf for Navy Relief tournament is held during the drive. Ninth Naval District Commandant Rear Admiral Howard A. Yeager, a steady bogey golfer, challenges base golfers to beat his posted score during the tournament. If 50 per cent of the golfers score lower than the admiral, he doubles his contribution to Navy Relief.

The tournament entry fees are also donated.

Pitching, putting and driving contests bring more contributions.

Another highlight of the Navy Relief campaign is the issuance of golf "hunting licenses" to the men on the base. The commanding officers of the 15 Center commands (or their representatives, if they don't play the game) post a nine-hole score for the men to beat. By purchasing a \$.50 hunting license, a man can declare open season on his CO's score.

As with the tournament fees, the hunting license fees are donated to the drive. And, if 50 per cent of a command's entries better the CO's score, he doubles his contribution.

This year, more than 900 such hunting licenses were issued in the "Beat the CO" contests. With results in from eight of the commands, 33 men will receive certificates announcing their prowess.

The "Beat the Commandant" segment of the drive is another story. When the 1964 tournament took place, only six golfers out of the 145 topped the admiral's score. Last year, 62 out of 165 bettered it.

This year, the results were considerably closer. Of the 79 golfers playing to beat the 38 strokes posted by RADM Yeager, 39 men (or 49 per cent) did so.

Next year, ComNine may not be so lucky. But if he reaches a bit deeper in his pocket for the Navy Relief Society, we're sure he won't mind a bit. And the Navy Relief Society will again benefit from the golfers at Great Lakes.

(We have the word of an impeccable authority that Admiral Yeager is not the steady bogey golfer he would have prospective opponents believe he is while on the first tee.

(He is, says our authority, a pretty good golfer and a very tough one to beat in a head-to-head match.

(Our authority? None other than Vice Admiral W. R. Smedberg III, USN (Ret.), who found out the hard way).

★ ★ ★

Visualize, if you will, the turmoil aboard a Navy cruiser when word is passed: "All hands report to the quarterdeck," and the crew of about 1500 converges on the appointed spot. Seems unlikely, we admit, unless a member of the crew happens to be Seaman Apprentice Bruce C. Allhands, USN, a recent acquisition of the Navy. Although a cursory check of ALL HANDS files failed to reveal specific instances, the collective recollection of the staff is that Bruce was preceded by at least two Navymen named Allhands in bygone days. However, this in no way diminishes our heartiest "welcome aboard" to our namesake.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

### QUIZ AWEIGH ANSWERS

Quiz Aweigh's on page 49.

1. (c) Embers are not cooled sufficiently.
2. (b) Secure power to the circuit.
3. (d) Use foam to cool them.
4. (c) I am going ahead.
5. (b) Steam generated within the suit might scald the man.

• **AT RIGHT: TIME OUT**—Resting on keel blocks in drydock, USS *Little Rock* (CLG 4) spends a quiet night waiting for the noisy day's work to begin. *Little Rock* completed a 32-week overhaul this summer after three continuous years of operation and is now back on the job—Photo by Fred A. Heiy, PH2, USN.





**THE CATAPULT CREW...**



**MEN OF RESPONSIBILITY**



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597

# ALL HANDS



THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
COPY ALONG

OCTOBER 1966







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

OCTOBER 1966

Nav-Pers-O

NUMBER 597

**ALL HANDS** The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor, ALL HANDS, Room 1809, Navy Annex, Navy Department, Washington, D.C. 20370. DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. **PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



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John A. Oudine, Editor

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G. Vern Blasdell, News  
Don Addor, Layout & Art  
Ann Hanabury, Research  
Gerald Wolff, Reserve

• **FRONT COVER:** DIRECTOR OF SUPPLIES—Aviation Structural Mechanic 3rd Class James F. Baugh directs incoming Sea Knight helicopter and cargo to landing spot aboard USS Ranger (CVA 61) during vertical underway replenishment.

• **AT LEFT:** WELCOME ABOARD—V/STOL XCA-142A comes in for landing aboard USS Bennington (CVS 20) during carrier qualification tests near San Diego earlier this year. With plane wing at 35-degree angle and 30-knot wind over deck, plane had lifted off with five feet of deck roll.—Photo by Arthur L. Schoeni.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



HEADS DOWN—Navy SEAL team paddles rubber raft toward mission's objective while conforming to low silhouette.

# Guerrillas from the

**D**EADLIEST of species," "slick and silent," "a fantastic new breed," "guerrillas from the depths" . . .

All of the above is reputed to be carried off with "swagger" and a "self-confident attitude."

This may remind you of dialogue from a spy thriller or perhaps something lifted from episodes on evening TV.

In actuality, these terms were borrowed from stories appearing in newspapers and magazines describing the activities of Navy SEALs.

Recently I met some SEALs.

Alongside the door of a one-story, white wooden building on the Naval Amphibious Base in Little Creek, Va., stood a young lieutenant (jg). The silver bar was the only clue to his rank; he wore sneakers, shorts and a fatigue jacket and cap.

The reputation of the SEAL teams suggested a cautious approach.

But he had no built-in, under-sea fins growing from his back nor did he wear killer's or assassin's weapons at his side. He looked quite normal. He was friendly and polite. Smiling broadly, he gave me a reassuring handshake.

Inside the building there were other Navymen. Some were dressed like the LTJG; others wore dungarees or undress blues displaying the

usual array of petty officers' badges. From these men I formed a less fantastic image of the U.S. Navy's SEAL teams.

Not all their activities can be told and their exact mission is still regarded as classified—but here is what can be related.

**T**HE TERM, SEAL, is derived from the words Sea, Air and Land. For a comparison, you can equate them

**TRICKS OF THE TRADE**—SEALs place an explosive charge on pier piling during Norfolk training exercise.



to the Army's Special Forces who wear the green berets, or perhaps the blue beret wearers of the Air Force Commandos. No berets are worn by the SEALs, but the Navy-Marine Corps parachute wings are a part of their uniform.

"SEAL teams are Navy units trained to conduct unconventional or para-military operations and to train personnel of Allied nations in such operations. SEALs are expected to be able to operate with little support and in restricted waters or in a land environment," reads the official statement. This does not give you much to go on, but perhaps the training program will give you some clues to their work.

All SEALs are selected from the Navy's Underwater Demolition Teams (UDT). That is the starting point.

When a man becomes a SEAL trainee he attends a long list of varied and specialized schools. Most of the men would have to take several minutes to remember how many schools they attended. Actually, the training is never really complete, since each SEAL will most likely attend other schools in the future.

A SEAL is trained in foreign languages, escape and evasion, weapons and demolition. Instructor School,





LOW CONFIGURATION hard to spot.

# Depths

Survival School plus parachute rigger and jump master training are on the list. A specialized skill such as high altitude-low opening (HALO), better known as free fall, is an example of the varied talents SEALs must perfect.

Not all schools attended are Navy operated. Training facilities of the Army and Air Force are also used. In some situations SEALs utilize the facilities of another military service and conduct their own self-imposed training program.

**AIR MAIL**—Navy SEAL uses free-fall parachuting technique to drop in on job.

The SEALs are based at Little Creek, Va. and Coronado, Calif.

**S**EALs keep in excellent physical condition but do not think they have to look like Charles Atlas. This would not be an asset to their work. Looking very normal is. A large part of their physical fitness program is participation in popular sports.

Men are selected for SEAL teams

on the basis of intelligence. Once this hurdle has been passed, physical endurance, emotional stability, aggressiveness and ability are considered. This duty is not for shirkers, escapist, malcontents or glory seekers. A man's physical size has nothing to do with his selection.

Extra pay should not be the reason for becoming a SEAL, but there is a financial attraction. Each enlisted

**IN THE SEA**—Men who belong to SEAL teams are a highly trained group. Here SEALs use swimmer delivery vehicle.





AND AWAY WE GO—Keeping heads down, SEAL team leaves beach in raft after planting demolition charges.



man gets an extra \$110 per month—\$55 for parachuting and \$55 for demolition work.

Experience has shown that applicants who have previously received injury to arm, leg, feet or backjoints seldom, if ever, complete the course.

Reasons stated for being a SEAL are varied. Several men said they did not like perpetual changes of duty assignments. "I like to keep the same job," said one man. "Here we are virtually assured the same duty for a long time. This depends on our own performance," he added.

SEALs deplore the "Batman" and "007" type descriptions or any melodramatic portrayal of their duties, "I just don't think my job is like that,"

said one 1st class. SEALs reading about some of their suppositive exploits in some publications do not recognize themselves.

Asked if all this SEAL business isn't a little dangerous, one man put it this way: "No . . . I don't think so. I see sailors working in many dangerous jobs in the Navy. Look at the hazards of the carrier flight deck. To me, that is dangerous! How about driving your car on the Los Angeles freeway? I'd sooner do *my* work."

He said, "We are trained in judo. That in itself sounds sensational, but I think it's only because we are in the Navy. If we were in the Army no one would notice."

One SEAL officer said, "We're all

SEAL TEAM leaves submarine during training exercise. Above: SEAL waits for copter pick-up before parachute jump.





cautious in our work, even overly cautious in a manner of speaking. If a man becomes over-aware of the dangers of his work and is worried about it . . . naturally we would release him for other duty." He left the impression that this circumstance was nonexistent, or rare at least.

He said, "The training we receive is so thorough the men are confident of their ability. I guess you could call it a professional attitude toward your work—much like any other job in the Navy."

—M. E. Nuttall, PHC, USN

and is expert with a wide variety of weapons—from the light and compact M-16 automatic rifle to pistols and knives.

SEAL training involves reconnaissance, demolition and search and rescue. SEAL operations are usually similar to each other in only one respect—they generally begin from a mobile base—and that base is generally at sea.

If secrecy is a major requirement of a given mission, the SEALs may be carried near the shoreline by a submarine. They may even leave the



# How to Be a Seal

**A**DVENTURE and excitement are well-nigh guaranteed to the Navyman who can qualify for a SEAL team. SEALs, who are combination frogmen, paratroopers and commandos, can expect two things of their assignment: first, it will be tough, demanding diligence and ingenuity; second, it won't be boring.

The first SEAL units were commissioned in 1962, with the original members chosen from the Navy's underwater demolition teams.

Already experts at underwater and beach work, they were then trained in commando tactics and parachute jumping. Their mission was—and is—to conduct special naval operations on and near coastlines, bays, rivers, lakes and swamps.

Each man is equipped to protect himself in unconventional warfare

submarine while it is submerged. They might parachute to earth near their objective from a carrier-based aircraft. Under other conditions they could be delivered by landing craft or other types of fast surface boats.

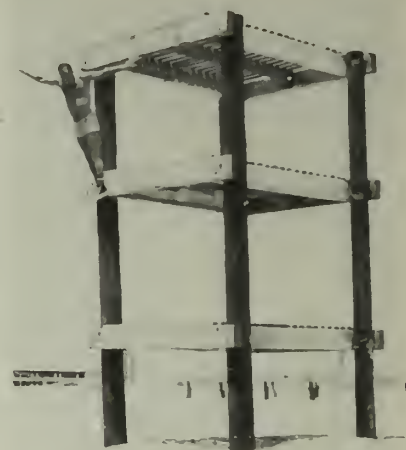
The object of a mission could be the rescue of a pilot who had been downed in enemy territory, or to contact friendly forces in jungle terrain and return with information. In these events the team assigned would include at least one man who spoke the local tongue. As mentioned before, all SEALs undergo training in at least one foreign language.

A SEAL mission might be the destruction of an enemy-held installation. Then the group would include at least one man—probably more—who was a master of demolition.

Versatility and native intelligence

OBSTACLE course builds strength and endurance. *Rt:* Net climbing is complex.





**SLIDE FOR LIFE**—SEALs slide down 100-foot cable to develop confidence. *Right:* Trainee jumps for "skyscraper."

are prerequisites for a SEAL. Success on any mission might be due not to well-laid plans, but to the men's ability to alter them due to unforeseen complications.

**S**KILL, versatility and stamina are vitally important; they are also qualities which vanish if not used. Consequently, SEALs are usually training, conducting operations, attending schools—on the move.

SEAL team billets are, obviously, considered arduous sea duty. However, SEAL members have been known to request to stay on arduous sea duty for extended periods. They

may do so by simply requesting Seavey extensions. The SEAL teams currently include several old-timers who have spent as much as a decade in UDT units (also arduous sea duty) and who transferred to SEAL soon after 1962. Why? Ask them.

SEALs definitely lead an exciting life. But if you're enthusiastic about joining a unit, here's a word of caution: It's not easy. On the other hand, it's not impossible either, and a number of men make the grade each year.

If you're still interested, your first step is to volunteer for UDT training. SEALs are accepted only from

UDT units, so if you want to become a SEAL, you must become a frogman first.

This is not as difficult as it sounds. If you are in average physical condition, with fairly normal eyesight, and a desire to become a SEAL, your chances of UDT acceptance will run close to 100 per cent.

Furthermore, you will be capable of completing the training satisfactorily, despite the notorious Hell Week and other obstacles.

After you have completed 16 weeks of UDT training, you must be recommended by your CO as SEAL material. This means you must be relatively near the top of your class and, above all, motivated.

**IN THE DRINK**—SEAL drops into water. *Rt:* Underwater hearing aid is used.



**S**EALs, like pilots, learn their basic skills in a formal school, but become experts only after years of experience and training as members of operational units. During your first two years as a SEAL, you'll be expected to qualify in jungle warfare, advanced demolition, sabotage, hand-to-hand combat, field communications, languages.

During this time you'll become familiar with all manner of weapons. You'll probably best know the lightweight M-16, .223-cal. rifle and the .38 pistol.

Once you've mastered these things, you'll be an experienced SEAL.

You'll still have your share of problems. But boredom will not be one of them.—Jon Franklin, JO1, USN





# Training By Television

**R**ECRUI TS at Great Lakes Naval Training Center are now spending an average of 64 working hours each in front of a television set.

The reason is that RTC-TV, the command's closed-circuit television station, is able to train an audience of 60 recruit companies simultaneously through the use of its four channels and two studios.

With a staff of 21, the station operates during nine 40-minute periods per day. The recruits are lectured on general Navy orientation, seamanship, ordnance and gunnery, damage control, first aid and personal hygiene.

Behind the scenes, the station operates something like this:

With his morning coffee in hand, the instructor reviews his lesson plans for the day. He checks the main points against reference material to insure his complete understanding of the lesson objectives.

Next, the lesson plans must be cued—with such cryptic markings as CU (close-up), LS (long shot) and FC (flip-card)—to aid the cameramen and the console operator in the master control booth.

Then he confers with the camera-

men and console operator. Together they work out camera angles and any changes which must be made in the video script. Possible improvements are also checked out with the unit production chief.

After his visual aids are ready and the script has been checked out, the instructor takes his position in front of the camera and waits for the signal to start.

When several consecutive lessons are to be given, the instructor has 10 minutes between shows to set up training aids and check final details.

Fellow instructors serve as cameramen at RTC-TV when they are not giving lectures. The practice helps them develop and sharpen their own presentations and it reduces the number of technicians.

While the shows are being presented, they are vidcotaped to permit the instructors to evaluate their teaching techniques and the effectiveness of visual aids via replay. The video tape also allows the presentations to be stored for future use.

Thus, the recruits at Great Lakes are being taught by the most efficient medium possible—television. And they don't have to watch com-

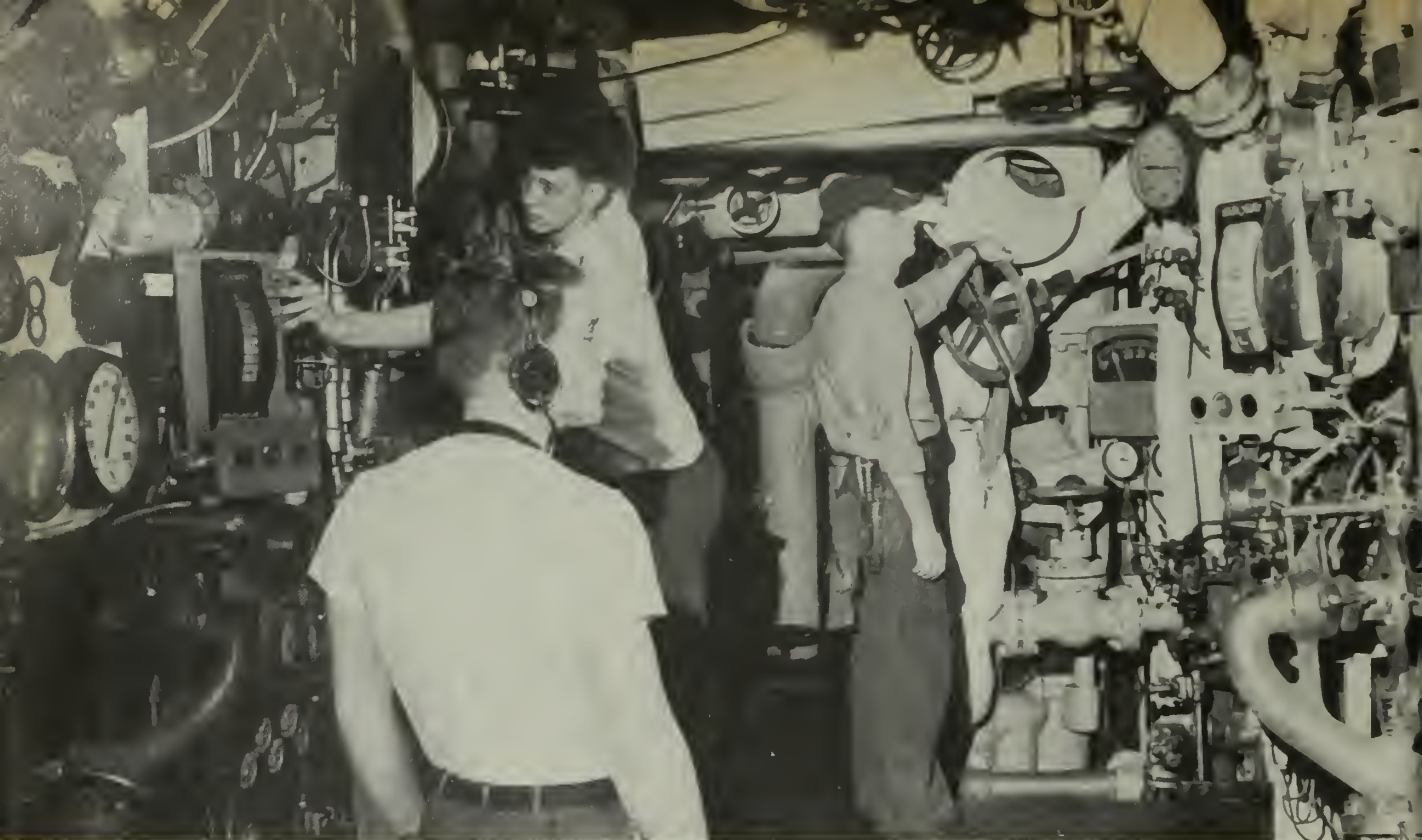
mercials between the programs.

Clockwise, from upper left: (1) Instructor and cameraman discuss camera angle; (2) Teacher looks like this to recruits; (3) Flip cards are arranged; (4) Instructor's view of classes; (5) Recruits watch instructor on closed circuit TV.

—W. M. Cox, PHCS, USN







**SNIPE SETTING**—Snipes stand watch in fireroom. Below: Burnerman at work.



# Below

Snipes, according to the Blue-jacket's Manual, are members of the Engineering Department. However, this particular definition is not in the dictionaries—which generally refer to a snipe as a “bird with variegated plumage”—while the sea term glossaries describe snipe as a Navy slang expression.

Precisely when, where and why the Navy's engineering officers and enlisted ratings got this name is not clear. Be that as it may, snipe has become widely applied and accepted as a trademark of the Engineering Department—to the extent that today even the chief engineer is sometimes called the “chief snipe.” The label is worn with pride by men who know they are responsible for keeping the seagoing Navy on the move.

Here's a report on snipes serving in a carrier, namely USS Shangri La.

**R**EMARKABLE improvements have been made in the engineering plants of ships of the Fleet over the years. For example, in today's Navy the most modern ships have air-conditioned engine rooms and shops



that are a far cry from those found in near ancient oil-burners, and are relatively easy to keep clean. However, though the number is increasing, only a minority of the ships in the Fleet are *that* modern.

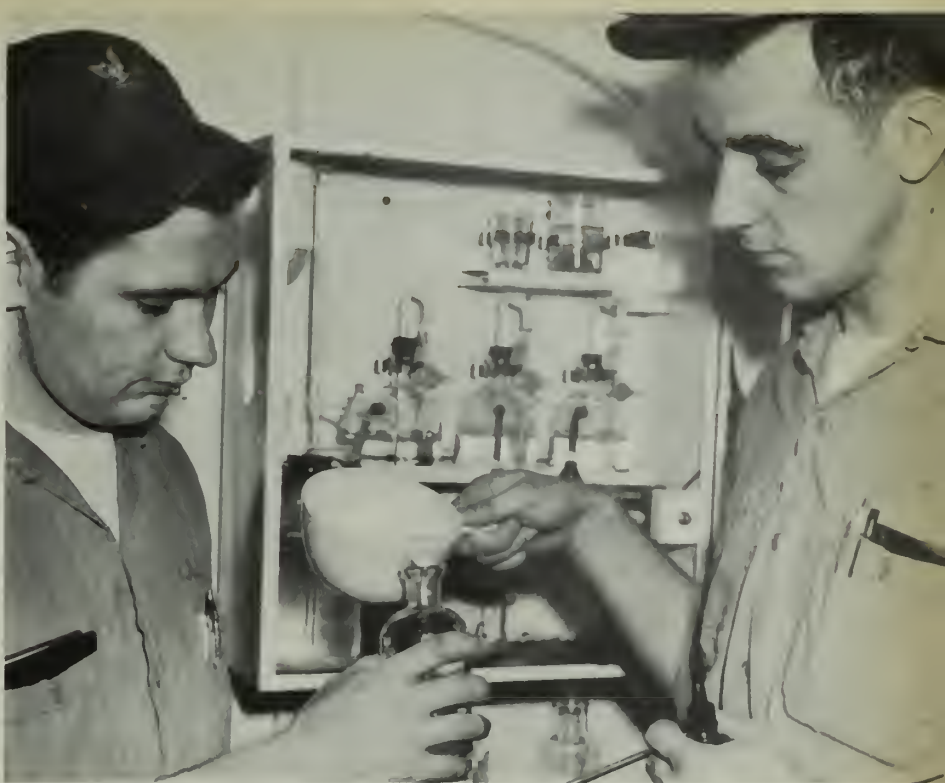
Therefore, a description of one of the latest ships would not give a representative picture of the engineering and hull group. The majority are more like *Shangri La*, (CVA 38) with her 22-year-old plant facilities. That is, they are not like the early oil-burners nor are they as comfortable as the newest ones.

Yet, *Shangri La*—and the older flattops like her—match the performance of the newest conventionally powered (non-nuclear) CVAs, although they lack several significant advantages which you'll find in the new ships.

Weigh the following factors:

- The newer CVAs have larger engines; also they are more efficiently designed than the older flattop.

- After her major modification in 1955, *Shangri La's* weight increased from 27,000 to 43,000 tons—that's



# Decks in Shangri La

quite a sizable extra load to carry.

- Also, this flattop now carries heavier aircraft and operates steam catapults, adding considerably to the power requirements anticipated at the time of her construction.

**M**ANY FUNCTIONS that are handled automatically, or by flipping switches at a console of controls in some of the newer ships, must still be performed manually aboard this ship and her contemporaries. Some of the engineering watches involve duties that to the rest of the crew might seem difficult or tedious and meticulous—they require constant attention to reading gauges, writing logs, and checking machinery.

They also require esprit de corps, which you'll find in the average engineering gang in abundance. Familiar working conditions in most of the engineering spaces include sometimes oppressive heat, almost incessant noise, and a continuing battle against rust, carbon and grime.

Approximately 450 officers and men are usually assigned to the

ship's Engineering Department. More than half of that total number, about 240, are non-rated men and many of them came to *Shangri La* without previous experience or training for the billets they are assigned.

Firemen, in their performance of duties, generally care for and operate boilers; operate pumps, motors,

and turbines; record readings of gauges; maintain and clean engineering machinery and spaces; and stand both security and fireroom watches.

Upon reporting to *Shangri La* for duty, those men who were designated as Fireman Apprentice during their basic training go to the ship's Engineering Department of-

**BELOW DECKS**—Engineering personnel examine bearing for wear. Above: Members of engineering gang test sample of boiler feed water in oil shack.





ON THE ALERT—Alarm sounds on fire alarm switchboard in damage control center. Below: MM repairs one of Coral Sea's high pressure compressors.



BIG DEAL—Engineers perform major repair job and get broken shaft turning.



fice for assignment to specific billets. They are interviewed and distributed among the five divisions of the department: "A" (Auxiliary Machinery), "B" (Boilers), "E" (Electrical Systems), "M" (Main Engines), and "R" (Repair).

The 80 to 85 non-rated men who are members of "B" Division perform the most typical duties of the fireman rating.

"B" Division takes care of eight boilers weighing 72 tons apiece and requiring 1500 pounds of tools and 23,400 pounds of spare parts for normal maintenance and repairs.

External dimensions of a boiler are 21 and a half feet, by 17 feet, by 11 feet. It is lined with bricks that can withstand up to 3000 degrees Fahrenheit and is encased in stainless steel. A single boiler can produce 153,600 pounds of steam per hour for full power and can produce additional pounds for battle.

**I**NSPECTORS from the Navy Boiler and Turbine Laboratory at Philadelphia, Pa., have repeatedly commended this ship's Engineering Department for having "one of the best" operated and maintained boiler systems in the Navy.

In "B" Division, newly assigned FAs start out as messengers on watch and as general handymen during their work day. Their watches are normally scheduled in a continuous series of four hours on and eight hours off watch. They ordinarily work another eight hours out of every 24-hour period at a variety of assigned tasks, in addition to standing watches.

Boiler room messengers seldom carry messages. Primarily they make hourly rounds to check the gauges and instruments in the boiler room and then enter these readings in a log. During each watch they also clean the 11 burners of the boiler, which rapidly accumulate carbon.

Working between his messenger watches, the fireman apprentice is gradually indoctrinated and trained to perform cleaning duties, routine maintenance, and basic repairs in the same spaces where he stands watches. In addition, he will have a regular assignment for general quarters—probably as a member of a damage control or repair party.

**P**ERHAPS he will become one of those described by some as a "special breed of cat," a man who soon develops a deep sense of pride



and accomplishment in operating heavy machinery under conditions that would seem frustrating—if not impossible—to other people.

He is the type of man who finds satisfaction in the hard and challenging work, in coping with difficult mechanical problems, and in getting used to the pounding rhythm of massive machines.

He is able to endure the discomfort of 120-degree heat, or more; he knows how to dodge the occasional drippings of what can be blistering hot water; he copes with distracting noise from forced draft blowers, and the relative confinement of working in spaces below decks.

Always, he takes pride in tackling the tasks that are too tough for many men.

From standing messenger watches, firemen usually progress to the boiler checkman watch (feeding the boiler with water, which is so important that even a few seconds' lapse of attention at a crucial time could result in very serious damage), or to the burnerman watch, during which he controls the firing of the boiler under the supervision of the petty officer of the watch.

**T**HE FIREMEN develops a healthy respect for the hazards of his work from the first moment he enters a boiler room. There is, for instance, the danger of working around superheated steam (850 degrees Fahrenheit). This steam is invisible and can cut almost like a knife if the uninitiated come too



**SNIPES AT WORK**—Hammer and chisel are brought into action during repairs. Right: "E" Division fireman parallels ship's service turbogenerator in fireroom.



close to a leaking valve fitting.

Next to "B" Division, fireman duties are more typical in "M" Division where there are also messenger watches and an array of instruments and gauges which must be regularly monitored. As they became more experienced, non-rated engineering personnel will be assigned to throttle watches on the main engines and take physical control of the 37,500-horsepower turbines.

Although the engineering ratings require demanding duties, there are compensations in terms of excellent technical training schools for those who qualify, in the usually wide-

open opportunities for advancement in rating, and in the clear-cut path of advancement through senior petty officer rates to warrant officer and commissioned officer appointments.

To each his own job—this is what gives the sea service a degree of variety you will find nowhere else in the world. Though few of the deck rates and airdales would want to work below decks, neither would most of the snipes want to handle lines or push planes.

Here's a very special salute to the snipes who turn up the steam and keep the Fleet on the move.—

—W. R. Green, JOC, USN

**A GOOD TURN**—Snipe opens stops on a main steam line. Right: Boiler checkman puts a trained eye on the gauges.







TOPSIDE—Mike Wood serves as phone talker while leaving port. Rt: Division officer gives "walk-through" quals.



## Silver Dolphins—

**W**HERE DOES the air for the after group originate? How does the emergency blow system work? Where is the override for the forward group located?"

Questions such as these were popping one after another from the board of expert submariners aboard the nuclear-powered submarine *uss Plunger* (SSN 595), as the ship ran far beneath the surface of the Western Pacific. The board consisted of two officers and two chiefs.

Slow, deliberate answers were given by the 20-year-old sailor at

the end of the table. His young face was showing the strain of the three-hour session.

Sonar Technician Seaman Mike Wood was going through the final phase of qualification as a submariner—his oral examination.

In the past months Wood had often missed sleep, studying through his eight-hour off-duty periods. He had made countless tours of the submarine, learning the location and use of important valves, switches and systems.

Many times while the ship was

in port, Wood saw his shipmates, their silver dolphins gleaming, leave for liberty as he went through another study session.

Weeks before the final qualifications board convened, Wood demonstrated his proficiency to petty officer specialists in each of the ship's departments. On a "walk-through" tour of the submarine with his division officer, he proved his ability to carry out orders in any part of the ship.

Then, after the allotted seven months, Wood was before the quali-

IN THE HOLE—Shipmate teaches Wood to operate submarine's trim valves. Rt: Technical manuals must be memorized.







FINALS—Oral examination is hardest part of qualification. Rt: Mike Wood receives dolphins in informal ceremony.

# Deep-sea Diploma

fication board for the final test.

This qualification program, one of the most comprehensive of all military training curricula, is especially necessary on submarines, where a wrong move or misunderstood order could lose the ship.

"We don't expect a man to save the ship singlehandedly," says *Plunger's* executive officer, LCDR Dave Hinkle, "but we do expect him to react immediately and accurately in an emergency." And so it is with all submariners.

The qualifications syllabus is

finished now for Mike Wood, just as it eventually finishes for all wearers of the dolphins. A great weight has been lifted from his shoulders.

The day nearly every submariner considers the happiest of his life came for Mike Wood on 8 Dec 1965. On that day *Plunger's* commanding officer, CDR Robert T. Styer, pinned silver dolphins on Wood's chest.

But, though the tests are over, the learning will continue. Through future drills and actual emergencies, the bits and pieces of knowledge

will find their practical places in Wood's life aboard the submarine.

And day by day, another young submariner will become better qualified to serve his ship and his country.

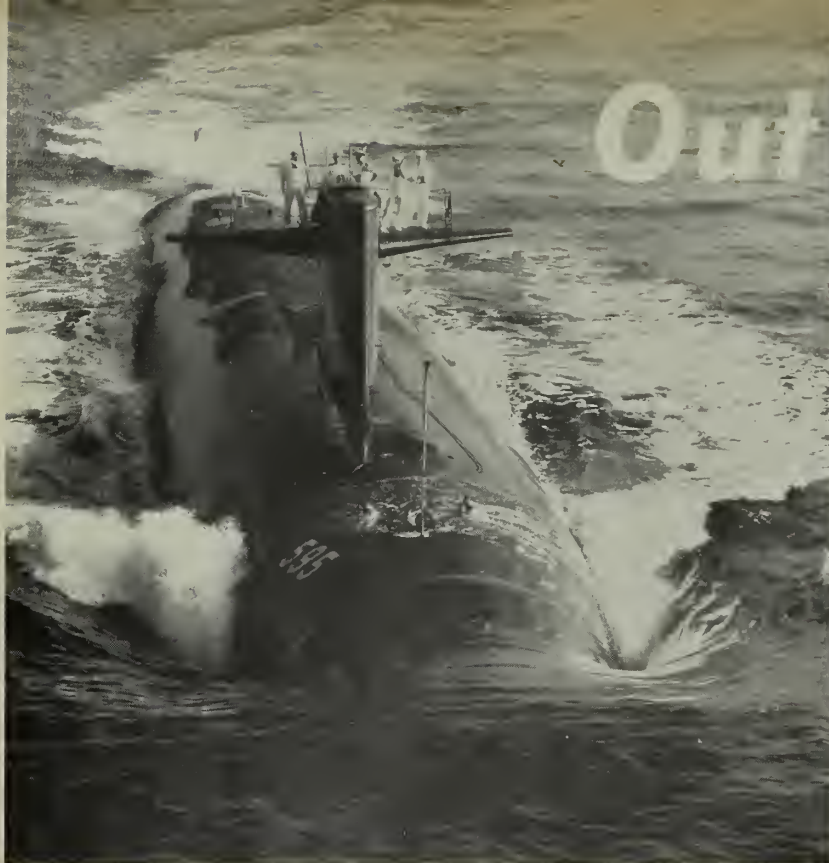
—Story and photos by James F. Falk, JOC, USN

DEPARTMENT PO helps Wood complete basic qualifications in preparation for final oral examination.

THUMBS UP—Division Officer tests Wood on knowledge of sub's systems.



# Out Yonder



FORE AND AFT—Nuclear powered *Plunger* (SSN 595) heads for patrol.

**M**ANY CHANGES have been made in ships of the Silent Service since President Theodore Roosevelt took a ride on the *uss Plunger* (SS 2). That was in 1905.

Today, another *uss Plunger* is operating with our submarine force, the third ship named in commemoration of the first submarine authorized for the U. S. Navy. Her hull number is SSN 595 and she is operating in the Western Pacific.

The modern day *Plunger*, at 278 feet, is nearly four and a half times longer than her ancient namesake. Her 4400-ton displacement makes her more than 41 times heavier and her crew is nearly 20 times larger than the one officer and six sailors who went to sea in the SS 2 *Plunger* of 1905.

But the biggest difference is in the power plant. Instead of batteries, which permitted the old *Plunger* to stay submerged for a few hours, the SSN 595 is powered by a nuclear reactor plant. She is a member of the Navy's growing nuclear-powered fleet.

Today's *Plunger* is a true submarine, more at home submerged than on the surface. Whereas con-

**ALL EYES** are on gauges as sub dives.



**ALL HANDS**





# and Way Down Under

ventional, diesel-powered subs must use batteries below snorkel depth, nuclear-powered subs can operate faster below the surface than on top.

"The fundamental difference between our nuclear sub and the conventional types is the source of power," says a member of her crew. "Conventional subs use electrical current from diesel generators or batteries to drive the screw; we use heat from the reactor," he explained.

**D**ESIGNED TO HUNT and kill an enemy, this three-and-one-half-year-old fast attack submarine incorporates the most sophisticated underwater detection equipment with the most silently running hull ever designed.

Not only is she a formidable foe for surface ships. Her advanced sonar equipment, and ability to fire the newest submarine weapons also make her a most effective weapon against other submarines.

Along with changes in design and equipment have come improvements for the crew. With the entrance of nuclear power, the days of sponge baths and the smell of diesel fuel are bowing out of the picture.

*Plunger's* reactor provides additional power to keep the evaporator units turning salt water into fresh. "Navy showers"—get wet, turn off water, soap down and rinse off—are in, as they are on surface ships, but it's a far cry from the old once-a-day sponge bath.

Below-deck spaces have changed too. Imitation mahogany paneling on the bulkheads, white tiled decks and soundproof ceilings show the hand of a professional interior decorator.

But behind and underneath these unnautical surroundings lies the apparatus of a killer submarine. Silver handles open a mahogany panel concealing life-saving oxygen equipment; a section of white tile covers important valves.

These decorations are more practical than frilly. For example, the paneling is fireproof and doesn't require oxygen-eating paint, the soundproof overheads help in silent running and the white tile reflects light, giving the ship a better interior appearance. And it's all a factor contributing to morale.

Morale is important on these submarines, which can carry a 90-day

supply of food and may be directed to operate submerged for a month or more. The men can take it, though. That was determined in submarine school where every submariner is required to undergo numerous psychological tests before being assigned.

**A**S MUCH AS SPACE will allow, recreation is provided to take up spare time—movies, card games, chess, weight-lifting. The big underway event is the *Plunger* Saturday night hootenanny started in September.

"We thought it was a pretty phony idea at first," said one of the crewmen. "But now most of us complain if our hootenanny is canceled for some reason."

Probably the biggest factor in keeping men happy is good food. Submarines are traditionally good feeders, and *Plunger* is a prime example. The family-style tables of her crew's mess are often covered with dishes of juicy steak, lobster tail, steamed shrimp, fresh salad, ice cream and pastries from her small bake shop.

Modern methods of cleaning car-

**FUN TIME**—*Plunger's* Saturday night hootenanny is a big event while sub is on patrol that might last 90 days.





PAST PLUNGERS—SS-179, commissioned in 1936 has quite a war record. Rt: *Plunger* (SS 2) served from 1905 to 1913.

bon dioxide from the ship's locked-in air and maintaining a controlled atmosphere of 74 degrees, 50 per cent relative humidity, make *Plunger* a healthy place to live.

"It's really more healthy down here than on the surface," said Hospital Corpsman First Class Ralph Smith. "Almost the only time we catch colds or get sore throats is when we surface and pull into port," he continued.

**T**HERE IS LITTLE difference between steaming on the surface and cruising at 400 feet. Diving or surfacing causes a sensation similar to climbing or diving in an aircraft, but without the accompanying pressure changes. The ship's constant pressure takes care of this.

All the reality of this being a working submarine hits home, though, as one enters the control room. Here is the nerve center.

An antisubmarine exercise is being conducted. This time *Plunger* is the hunted. On the surface two destroyers are operating with antisubmarine helicopters and fixed-winged aircraft to find and attack the sub.

In the eerie red and blue light of computers and control panels, the watch section carries out orders as an integrated unit.

Pings, gurgles and whooshes from the surface ships and aircraft are relayed to control by sonar equipment. Occasional interruptions come from the loudspeaker as a sonar technician identifies the action above—"tincan closing at 5000 yards—S2-D (aircraft) crossing aft."

Above these noises and the muffled consultations of watchstanders, come the clear orders for evasive moves from Commander Robert Styer, *Plunger's* skipper.

"Change to course 095."

"095, aye, sir," answers the helmsman as the gyrocompass lines up.

"Dive to 300 feet."

"300 feet, aye, sir," calls out the fairwater-planesman, centering his aircraft-type control stick.

Soon the exercise calls for *Plunger* to make an attack. Fire control technicians man computer consoles in the control room. Information on range and bearing from sonar is dialed in to be relayed to simulated weapons below in the torpedo room.

It was an exercise, but everything was real, short of firing live torpedoes and dropping real depth charges.

Exercises such as this are just another step in sharpening the proficiency of submariners, among the most highly trained of all military men. Many of *Plunger's* crewmembers have graduated from specialty school courses lasting up to 24 months. All of them have qualified as submariners or are working on the syllabus which will qualify them for the coveted dolphins.

This qualification program has been described as the most comprehensive in the military. In nine months a man must learn every valve, every circuit, every system in his submarine. And since each sub is a little different, a man must requalify in each sub to which he subsequently transfers.

Many changes have been made in ships of the Silent Service—and many changes are ahead. Ships and men of the U. S. Navy will continue to advance as they serve to keep open the Free World sealanes.

—J. F. Falk, JOC, USN

LIVING IT UP BELOW—Crew enjoys hearty meal served family style. Rt: Berthing is big improvement over older subs.



HANDS





Plane Captain watches his plane launched.



Airman Leray Arrington helps pilot get seated.

## On the Job Round-the-Clock

**T**HE DAY BEGINS for Airman Leroy Arrington with the blare of the carrier's IMC calling all hands to flight quarters stations. Arrington is a plane captain aboard *USS Constellation* (CVA 64), presently operating off the coast of Vietnam.

The plane he tends is number 304, an A-4C *Skyhawk* of Attack Squadron 153. His job, in general terms, is to see that the plane is ready for combat action whenever it's needed. It's a big responsibility.

During combat operations, Arrington checks out the plane before each mission, then again when it has returned to the carrier. The phrase "checks out," however, gains a lot in translation.

Explaining in more specific terms what is involved in his job, Arrington draws a breath. "I check tire pressure, hydraulic pressure on the wing flap and tail hook systems, test out lighting systems, make sure the bird is properly fueled for the next flight . . ." A minute later, he finishes with ". . . clean the cockpit and canopy, and check the brake linings."

He also checks for loose rivets, body damage, fuel and hydraulic leaks, and tire wear. He notes all the items in a maintenance record book.

Sometimes his bird is down with problems. Perhaps a generator is out, or a piece of electrical gear needs tuning. When this happens the plane is moved to the hangar deck where the squadron's maintenance technicians go to work.

These days on the line are long

for Arrington. They often start before dawn and last into the night.

**A**S HE WALKS toward his plane in the pre-dawn dark of the flight deck, he is already mentally checking the plane, and gives it a complete inspection when he arrives.

He may spend an hour washing the aircraft. Most of his morning is spent fussing over his bird, making sure that it is ready when it's called for.

Flight operations are still an hour and a half away, so he stretches out on the wing to grab a short nap. Sleep is where Arrington finds it, be it on a wing, in the plane captain's shack, or in his bunk when flight quarters are secured—often late at night.

The nap doesn't last long, as the sun begins to rise, and the IMC blares again: "Pilots, man your planes." The launch time has come.

Arrington puts a ladder in place and the pilot climbs up into the cockpit. Next a starting truck arrives to ignite the big turbo-jet engine.

Once the engine is started, Arrington again checks for any apparent problems, such as fuel leaks. He signals the pilot to test rudder, trim tabs, lights, and ailerons.

Soon a plane director takes over to move the plane up to a catapult for launch. Arrington removes the chain tie-downs and wheel chocks, gives the pilot a salute to indicate all is OK, and watches the plane taxi to the cats to be launched.

Arrington relaxes. He is now free

until the plane returns, perhaps in an hour, sometimes longer. He can grab a bite to eat, shop at the ship's store, watch TV in the plane captain's shack, or catch another nap.

As soon as the planes return, Arrington grabs his set of tie-down chains, and hurries toward his plane as it taxis into position on the flight deck. He's eager to greet the pilot, and begin checking out his bird all over again.

—Story and photos by  
Tony Boom, JO2, USN

Arrington calls for a wing flap test.



Plane Captain tightens tie-down chains.





Rating denotes occupational specialty. Signalman and fire control technician are ratings.

# PRIMER ON NAVY

**B**EFORE YOU ENTERED the Navy, or perhaps soon after, you chose a Navy specialty. Since then your life as a serviceman has been greatly influenced by your decision. The rating structure—and your chosen place in it—is the basis of your career.

In July *ALL HANDS* featured a pictorial review of rating groups one, two, five and seven. The accompanying article explained briefly the principles and uses of the rating structure. This month, on the following pages, you will find a breakdown of Navy occupations in the remaining groups.

Despite its many uses, the rating structure is remarkably simple. "Streamlined" is the official term, and the Bureau of Naval Personnel goes to great lengths to keep it that way. As one result, a general understanding of the system requires only a basic knowledge of a relatively few concepts.

How much do you know about ratings? Test yourself with the commonly-asked questions below. The answers have been supplied by appropriate BuPers sections.

## What is a rating?

Rating denotes an occupational specialty. Boatswain's mate, machine accountant and yeoman are ratings.

## What is a rate?

Rate is a pay grade. E-4 is a rate, as is PO1 (E-6) and CPO (E-7). Rate also identifies personnel by pay grade—BM3, for example.

## What is a general rating?

The term "general rating" describes any one of the Navy's major enlisted categories. A general rating is composed of a wide variety of related subspecialties, and is of a broad enough scope to provide generalization in the upper pay grades.

At present there are 66 (AS is the most recent) gen-

eral ratings. Examples are postal clerk, electrician's mate and gunner's mate.

## What is a general rate?

The categories below petty officer level (pay grades E-1, E-2 and E-3 of SN, FN, CN, AN, HN, DN and TN) are classified as general rates. General rates should not be confused with general ratings (see above).

## What is a service rating?

Service ratings are specialized categories within a general rating. Service ratings are usually, though not always, confined to the lower pay grades.

Service ratings are most common in the technical skills. They allow the junior Navyman to master one segment of a complex rating, then gradually achieve proficiency in the entire family of related skills.

For example, pay grades E-4 and E-5 of the electronics technician (ET) rating have two service ratings: electronics technician, communications (ETN) and electronics technician, radar (ETR). Thus, second and third class ETs are allowed to specialize.

Before being advanced to ET1, however, a second class electronics technician must be proficient in both radar and communications. The first class examination includes questions on the over-all rating.

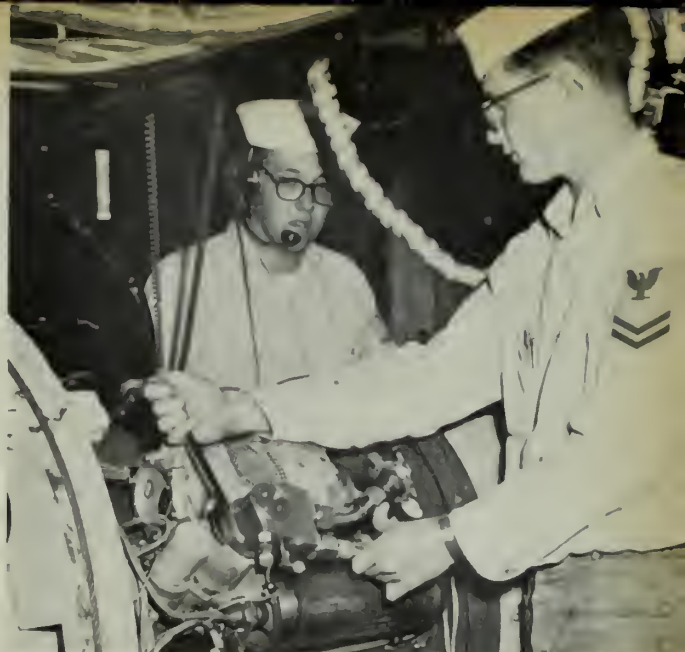
## What is an emergency rating?

Emergency ratings are skills which are required during time of war or national emergency, but not during peacetime. In the past, especially during World War II, they were numerous. Today the only emergency rating is ESK, telecommunications censorship technician.

## What is rating compression?

Rating compression is the combination of certain general ratings in pay grades E-8 and E-9. It is essen-





Definition of the term "critical rating" can mean one of several things to a Navyman.

# RATINGS

tially the opposite of service ratings; men in lower pay grades may specialize, but as they attain the senior enlisted grades they must generalize and assume supervisory responsibility for a wider range of skills.

Men who advance to a compressed level retain their original rating badge and, of course, remain most technically proficient in their chosen skill. Their relations with men in other skills are primarily supervisory.

An example of rating compression exists in the general ratings of ship's servicemen, storekeeper and aviation storekeeper. When advancing to senior chief petty officer the ship's serviceman remains a ship's serviceman, but both storekeepers become senior chief storekeepers—the aviation designation is dropped.

When advancing to E-9, the remaining two ratings combine. Men from all three ratings are storekeepers at the master chief level.

Not all general ratings, of course, lend themselves to rating compression. For the complete word see ALL HANDS, October 1964, pages 32 through 34.

## What are rating entry NECs?

The rating entry naval enlisted classification is an administrative label which identifies qualifications not shown by apprentice rates (SA or SN, for example) alone. There is one code for each general and service rating and initial assignment is made during recruit training. They are used to code junior Navyman who are not yet identified strikers or who are in training for conversion in rating.

The code is dropped when the Navyman becomes rated or is striker-identified.

Rating entry NEC assignments are maintained by commands to reflect rating association with ratings in the activity allowance. Navyman who want to compete

*(Continued on page 26)*



Musician is bureau-controlled rating.

Grades below the PO level are general rates.



# RATING ROUNDUP (Part Two)

## A Brief Description of Navy Skills

In a preceding issue (July 1966), ALL HANDS described a portion of the 66 Navy ratings. In it, those primarily concerned with four groups of occupations—deck, ordnance, administration and clerical, and engineering and hull—were discussed.

Here is the balance. Below you will find described the duties of those who specialize in electronics, precision equipment, construction, aviation, medical and dental, and the stewards, as well as lithographers, illustrators and musicians—all of whom are essential to the smooth, efficient operation of the Navy.



### ELECTRONICS Group III



ELECTRONICS TECHNICIAN



**ELECTRONICS TECHNICIAN (ET)** Electronics Technicians maintain, repair and calibrate electronic equipment used for communication, detection, tracking, recognition and identification, aids to navigation, electronic countermeasures, and radars.



**DATA SYSTEMS TECHNICIAN (DS)** Data Systems Technicians maintain electronic digital data systems and equipment; they inspect, test, calibrate and repair computers, tape units and related components as well as their test equipment.



DATA SYSTEMS TECHNICIAN

### PRECISION EQUIPMENT Group IV



**INSTRUMENTMAN (IM)** Instrumentmen maintain, test, calibrate and repair gages, meters, clocks, typewriters, adding machines, etc., and repair mechanical parts of electrical instruments. Instrumentmen may be assigned to tenders, repair ships and shore stations.



**OPTICALMAN (OM)** Opticalmen maintain, repair, and overhaul optical devices such as binoculars, sextants, telescopes, submarine periscopes, rangefinders, optical gun sights, etc. This includes inspection, disassembly, repair, refinishing of parts and reassembly.

INSTRUMENTMAN



OPTICALMAN

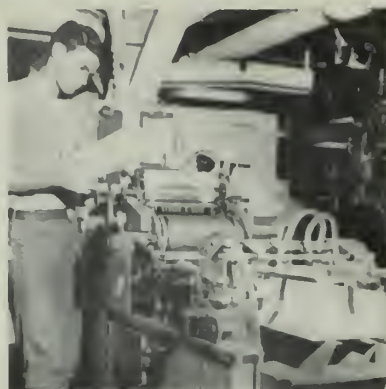




## MISCELLANEOUS Group VI



**LITHOGRAPHER (LI)** Lithographers perform administrative, supervisory, and mechanical duties required in Navy offset, lithography, and letterpress printing. They lay out and prepare camera copy; produce and strip negatives and positives; prepare lithographic plates; set type and prepare forms for printing; operate process cameras and bindery equipment; and make mechanical alignments and adjustments to equipment.



LITHOGRAPHER



**ILLUSTRATOR DRAFTSMAN (DM)** Illustrator Draftsmen design and prepare drawings and illustrations for presentation and reproduction. They operate reproduction machines and prepare, edit and file ship and aircraft mechanical, electrical, electronic and machine drawings and blueprints. They make computations required for the performance of illustration drafting to cover general mathematics and geometry as well as edit and lay out photography.



ILLUSTRATOR DRAFTSMAN



**MUSICIAN (MU)** Musicians provide music as members of bands and orchestras for various functions and ceremonies in the interest of morale and public and foreign relations.

## CONSTRUCTION Group VIII



**BUILDER (BU)** Builders plan, supervise and perform tasks required for construction, maintenance and repair of wood, concrete and masonry structures. They plan and direct the placement and flow of building materials and direct crews in the performance of carpentry, fabrication of concrete roadways, etc.



**CONSTRUCTION ELECTRICIAN (CE)** Construction Electricians plan, supervise and perform tasks required to install, operate and service electric generating and communication systems. They supervise activities of crews assigned to string, install and repair interior, overhead and underground cables, transformers, switchboards, etc., as well as train personnel in procedures and techniques.



MUSICIAN  
BUILDER



**CONSTRUCTION MECHANIC (CM)** Construction Mechanics perform tasks involved in maintenance and repair of automotive, materials-handling and construction equipment. They assign and supervise activities of personnel who locate and correct malfunctions and issue parts and maintain records.

CONSTRUCTION MECHANIC

CONSTRUCTION ELECTRICIAN



## CONSTRUCTION Group VIII (cont.)



ENGINEERING AID



EQUIPMENT OPERATOR



AEROGRAPHER'S MATE  
AIR CONTROLMAN



**ENGINEERING AID (EA)** Engineering Aids plan, supervise and perform tasks required in construction surveying, drafting and quality control. They prepare progress reports, schedules, material and labor estimates and establish basic quality control systems. They also obtain field notes for conversion into topographic maps.



**EQUIPMENT OPERATOR (EO)** Equipment operators perform tasks involving the use of automotive, materials-handling and construction equipment. They coordinate efforts of crews in execution of construction, earthmoving, roadbuilding and paving assignments as well as maintain records on mobile and stationary equipment used.



**AEROGRAPHER'S MATE (AG)** Aeroographer's Mates observe, collect and analyze meteorological data for military use. They make visual and instrumental weather and sea condition observations, interpret weather codes and forecast sea and weather conditions.



**AIR CONTROLMAN (AC)** Air Controlmen perform air traffic control duties in control towers, radar centers, and air operations offices both ashore and afloat. They operate ground- and carrier-controlled approach systems, assist pilots in the preparation and processing of flight plans and clearances, and maintain current flight planning information and reference materials.



**AVIATION ANTISUBMARINE WARFARE TECHNICIAN (AX)** Aviation Antisubmarine Warfare Technicians inspect and maintain aircraft antisubmarine warfare systems and their related test equipment.



**AVIATION BOATSWAIN'S MATE (AB)** Aviation Boatswain's Mates operate and maintain flight deck launching and recovery equipment. They handle aircraft on carriers, tenders, mooring and parking areas; service crash, firefighting and rescue equipment; and perform damage control duties. They also handle aviation fueling, lubricating oil and inert gas systems.

AVIATION ANTISUBMARINE WARFARE TECHNICIAN



AVIATION BOATSWAIN'S MATE







**STEELWORKER (SW)** Steelworkers plan, supervise and execute tasks directly related to fabrication, erection and dismantling of metal structures. They control site deployment of materials and equipment and train and drill personnel in safe and expeditious execution of fabrication tasks.



**UTILITIESMAN (UT)** Utilities men plan, supervise, and perform tasks as prescribed by drawings and specifications involved in installation and repair of heating, air-conditioning, steam, fuels and water distribution systems. They schedule and evaluate installation and operational tasks, procure and issue supplies and repair parties, maintain records, and train personnel in installation and repair techniques.

## Group IX



**AVIATION ELECTRICIAN'S MATE (AE)** Aviation Electrician's Mates maintain aircraft electrical and instrument systems including power generation, components of aircraft controls, electrical starting systems, warning systems, automatic pilots, and related test equipment.



**AVIATION ELECTRONICS TECHNICIAN (AT)** Aviation Electronics Technicians inspect and maintain aviation electronic equipment (excluding ASW equipment) such as detection, identification, communications, navigation, target drone and pilotless aircraft equipment and its associated test components. They also operate airborne CIC equipment.



**AVIATION FIRE CONTROL TECHNICIAN (AQ)** Aviation Fire Control Technicians inspect and maintain aircraft armament control systems such as bomb director systems, fire control radars, computers, gyros, and their related equipment as well as air-launched guided missile test equipment.



**AVIATION MACHINIST'S MATE (AD)** Aviation Machinist's Mates inspect, repair and maintain power plants and their related equipment in both reciprocating and jet-powered aircraft. They also prepare aircraft for flight and conduct periodic inspections and service procedures as well as supervise power plant shops.

AVIATION MACHINIST'S MATE



AVIATION FIRE CONTROL TECHNICIAN



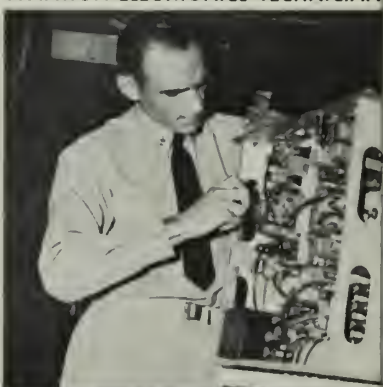
STEELWORKER



UTILITIESMAN



AVIATION ELECTRICIAN'S MATE  
AVIATION ELECTRONICS TECHNICIAN



## AVIATION Group IX (cont.)



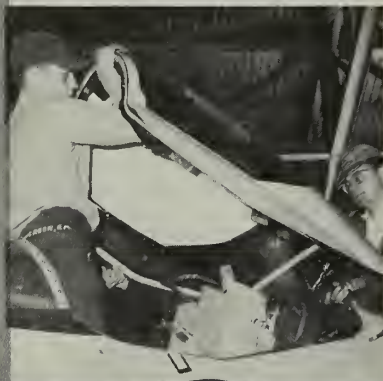
AVIATION MAINTENANCE  
ADMINISTRATIONMAN



AVIATION ORDNANCEMAN



AVIATION STOREKEEPER  
AVIATION STRUCTURAL MECHANIC



**AVIATION MAINTENANCE ADMINISTRATIONMAN (AZ)** Aviation Maintenance Administrationmen perform administrative, management and clerical duties required in implementing and supporting the naval aircraft maintenance program.



**AVIATION ORDNANCEMAN (AO)** Aviation Ordnancemen maintain and repair aircraft armament and ordnance equipment, including towed targets, small arms, and handling components. They also fuze and load aircraft munitions, nuclear weapons, aerial mines and torpedoes. Their duties include testing, loading and assembly of air-launched guided missiles and the supervision of aviation ordnance facilities.



**AVIATION STOREKEEPER (AK)** Aviation Storekeepers store and issue aviation supplies and stocks of technical aviation items. They prepare and maintain records pertaining to stock control and make reports of excesses, shortages, or damages in their inventory.



**AVIATION STRUCTURAL MECHANIC (AM)** Aviation Structural Mechanics maintain and repair aircraft, airframe, and structural components, including movable surfaces and their hydraulic and pneumatic actuating systems. Their duties also include maintenance of air-conditioning, pressurization, oxygen, canopy and seat ejection systems as well as fabrication and repair of metallic and non-metallic materials.



**AIRCREW SURVIVAL EQUIPMENTMAN (PR)** Aircrew Survival Equipmentmen maintain and repair parachutes, survival equipment, and flight clothing and related equipment. They rig and pack parachutes, equip life rafts, maintain oxygen equipment, pressure suits, and test and repair safety belts and shoulder harnesses.



**PHOTOGRAPHER'S MATE (PH)** Photographer's Mates accomplish photographic work required by the Navy. They make pictorial records of historical and newsworthy events aboard ship and ashore. They also inspect and maintain cameras and associated equipment as well as maintain photographic files, records, and supplies.

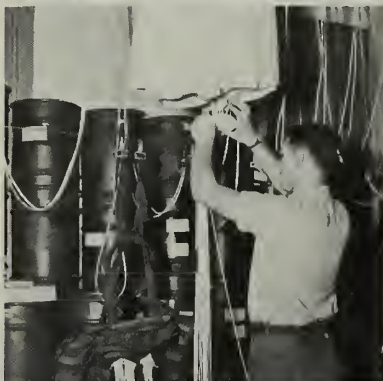


**PHOTOGRAPHIC INTELLIGENCEMAN (PT)** Photographic Intelligencemen identify and extract intelligence data from aerial, surface, and radarscope photography. They prepare materials for use in attack and reconnaissance mission planning. They also maintain and utilize intelligence files including maps, charts, plot sheets and photographic interpretation.



**TRADESMAN (TD)** Tradesmen install, service and maintain training devices. They devise and construct audiovisual training aids and methods of simulating operational conditions of equipment. They act as operators of training devices used to maintain the proficiency of teams or individuals.

AIRCREW SURVIVAL EQUIPMENTMAN



PHOTOGRAPHER'S MATE





## MEDICAL Group X



**HOSPITAL CORPSMAN (HM)** Hospital Corpsmen perform duties as assistants in the prevention and treatment of disease and injuries and in the administration of medical departments ashore and afloat, and in the field with the Marine Corps. On small ships and stations not having a medical officer attached, Senior Hospital Corpsmen perform all the duties of the medical department, within the limitations of their professional competence.



HOSPITAL CORPSMAN

## DENTAL Group XI



**DENTAL TECHNICIAN (DT)** Dental Technicians perform clinical and administrative duties, assisting dental officers in treatment of patients, first aid, and oral prophylactic treatment under supervision. Dental Technicians may be qualified in dental prosthetic laboratory techniques and the maintenance and repair of dental equipment. They must also be prepared to assist in prevention and treatment of NBC warfare casualties.



DENTAL TECHNICIAN

## STEWARD Group XII



**STEWARD (SD)** Stewards operate and manage commissioned officers' messes. They cook, bake, serve meals, prepare menus and order subsistence items. They maintain refrigerated spaces and assigned storerooms and maintain officers' living quarters as well as make records and keep books of financial transactions.

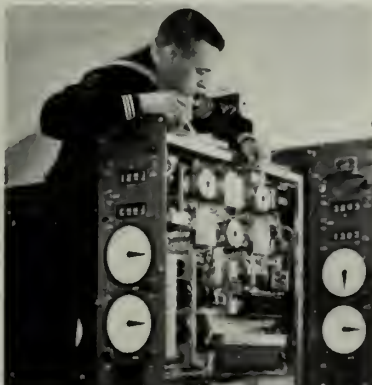


STEWARD

### PHOTOGRAPHIC INTELLIGENCEMAN



### TRADEVMAN



**\*AVIATION SUPPORT EQUIPMENT TECHNICIAN (AS)**—Navy's newest rating specializes in maintenance and repair of equipment used in support of naval aircraft, such as jet engine starters, mobile power units, and cranes. (NOTE: First selections of personnel into this rating have just been made. See next issue.)



**Ambitious EMs can find answers to advancement questions in one of two Navy directives.**

(Continued from page 19)

for advancement to a rating must be identified with the corresponding rating entry NEC.

#### **What is a bureau-controlled rating?**

A bureau controlled rating (the phrase is unofficial) is one which is administered entirely by the Bureau of Naval Personnel, without reference to an enlisted distribution office. There are four: musician (MU), communications technician (CT), air controlman (AC) and aerographer's mate (AG).

In the case of CT, security considerations demand that orders be processed in a highly confidential manner. In the past, this was the responsibility of the office of CNO, but at present CTs receive their orders from a special section of BuPers.

The detailing of musicians, of course, entails few security problems. Navymen in the MU rating have diversified technical qualifications and degrees of ability with different musical instruments. As a result, detailers must have ready access to the MU service records, which are maintained in BuPers.

Air controlmen (AC) and aerographer's mates (AG) are detailed by BuPers due to the relatively small number of men in both ratings and the wide range of individual qualifications which must be carefully matched to the needs of each command.

Two ratings, machine accountant (MA) and tradesman (TD) are controlled by EPDOCONUS.

The unofficial phrase "bureau-controlled" rating is often confused with "BuPers 'B' billet" which is quite official. A "B" billet is a specific assignment controlled by a special detailee who has ready access to the master service record files.

Most Navy ratings have at least a few billets which fall into this category. Most assignments in Washington, D. C., are "B" billets, as are those with MAAGs and Missions.

#### **Which publications explain advancement in rating procedures?**

Ambitious enlisted men will find answers to the majority of their advancement questions in two Navy directives. The first is the *Manual of Qualifications for Advancement in Rating* (NavPers 18068 series). The second is *Advancement in Rating of Enlisted Personnel*

on Active Duty (BuPers Inst P1430.7 series). Both should be available in your personnel office.

The *Quals Manual* itemizes the prerequisites for advancement in each rate, rating and service rating. It is from the *Quals Manual* that the practical factors check-off sheet is taken, and it is used as a guide when the advancement examinations are composed.

The second publication, BuPers Inst P1430.7 series, explains in detail the advancement procedures and non-professional prerequisites. Eligibility requirements, examination procedures, and general requirements are included.

Another handy source of information is *Training Publications for Advancement in Rating* (NavPers 10052 series). It contains the bibliography for each rate and rating. The questions on your advancement examination will be taken directly from those publications listed for your rate and rating in NavPers 10052.

#### **What is a critical rating?**

The definition depends upon circumstances. The phrase has been used to describe so many rating categories it has become somewhat vague. As a result, BuPers program managers frequently prefer to use more descriptive phrases, such as "VRB rating," "pro pay rating," and "open rating."

The phrase "critical rating" originated several years ago when proficiency pay was introduced. At the time, it applied to specialties in which the training was lengthy and expensive, and which suffered severe shortages. For pro pay purposes, it still does.

If you're referring to the variable reenlistment bonus, however, the meaning changes slightly. The VRB eligibility (critical) list primarily reflects careerist shortages and is not the same as the pro pay list.

If you are a Reservist who wishes to enter on active duty and retain your present pay grade, a critical rating is synonymous with "open rating." Reserve Navymen who hold open ratings may transfer to the Regular Navy without reduction in pay grade.

Another "critical" list is maintained by the SCORE (Selective Conversion and Retention) people. This list includes the specialties to which men are urged to cross-rate.

—Jon Franklin, JO1, USN





FIRING SQUAD—Aceybone men get .45-cal pistol training Rt: "Enemy" soldier is captured during field exercise.

## Aceybone Is Ready

**T**HE MEN OF Amphibious Construction Battalion One, better known to themselves as Accybone, take their training seriously—enough so to carry on with a special military and combat training program to keep themselves always prepared.

A bootstrap training department has been established to meet the goals of the program.

Instructors are assigned to platoons for two-week periods. Each platoon follows a back-to-the-basics schedule, consisting of these topics:

- Drill with and without arms; physical fitness; personal hygiene in the field; Code of Conduct.

- The M-1 rifle—classroom training, care and cleaning, firing posi-

tions, sighting and aiming, snapping in, range safety and procedures, and firing from 200, 300 and 500 yards.

- Classroom training with the M-14 rifle, and firing demonstrations.

- Classroom training and firing of the .45-cal service pistol.

- MK-11 and M-26 hand grenades; lecture and application. Booby traps.

- Function of the platoon; company, platoon and squad defense tactics; day and night combat reconnaissance patrolling; guerrilla warfare; escape and evasion; cover and concealment.

- Use of protective masks; 782 gear.

When the platoons finish this two-

week course, they are sent to a one-week survival course at Fleet Airborne Electronics Training Unit, Pacific, located at North Island Naval Air Station.

After several platoons have completed the three weeks of training, they are assembled into a company to embark on a bivouac, where practical problems and mock aggressors give the men field experience. Actual experiences of deployed detachments of the battalion are used to round out the course.

In addition, an advanced course is now being prepared. As you can see Aceybone is working hard on the job of providing more effective, more knowledgeable units.

PLATOON IS READY for inspection before day's activities. Rt: Aceybone sailors are trained on an obstacle course.







CARRIER KIDS—Former crewmember of USS Hancock, CWO H. Jorgensen, presents gifts. Rt: Ceremonies at school.

## Hancock Spends a Day at School

IT ALL STARTED when a tattered and battered package was received aboard USS Hancock, (CVA 19), operating off Vietnam. The package was addressed: The U.S. Navy, c/o General William C. Westmoreland, Vietnam.

It came from Miss Burns' Second Grade, Oak Ridge School, Sacramento, Calif.

Opening the package, the ship's chaplain, Lieutenant Commander David W. Plank, found 24 grease-craxon drawings and 19 oversize letters prepared by the second-graders.

The package also contained an outpouring of affection and appreciation for the men of the U. S. Navy.

Typical of the letters—from seven- and eight-year-olds—were the following:

"Thank you for fighting for our classroom and country."

"I am praying for you. I am crying for you. Please come back."

"My mother went to the hospital. Do you have a brother?"

Captain James C. Donaldson, Jr., the commanding officer, had the

letters and drawings exhibited in Hancock's library. The exhibit made a big hit with crewmembers. The suggestion was made to hold a contest to determine the best letters and drawings, and to let the children know that they appreciated their thoughts and expressions of concern.

A message was sent to Commander Western Sea Frontier, Rear Admiral John McNay Taylor, USN, requesting that he act in behalf of the officers and men of Hancock in arranging for a suitable presentation of prizes, and mementos to the children of Oak Ridge School. The principal, Robert Luther, scheduled an assembly of the student body.

Four hundred youngsters and teachers met in the school auditorium with the Navy visitors, headed by COMWESTSEAFRON. Representing Hancock was Chief Warrant Officer Herbert Jorgensen, official spokesman for the ship, who had just returned to the United States. Lieutenant Theodore Wolf, Assistant Electronics Officer, and 20 wives of Hancock crewmembers also represented the ship.

Following the traditional pledge of allegiance to the flag and singing of the National Anthem, the entire school honored the visitors with "Anchors Aweigh." Chief Warrant Officer Jorgensen described to the children what life was like aboard Hancock and told them the thoughtfulness of Oak Ridge School was a real boost to the crew. Prizes and mementos were awarded to children of the second grade. Miss Mary K. Burns, the teacher whose class provided the art display, was presented a certificate of appreciation and a Hancock baseball cap. The principal accepted from RADM Taylor an oil painting of Hancock which will be hung in the main hall.

Later, one Navy wife who attended the ceremony wrote her husband, "... I hope you can convey to some of the men what a real service they have done. They have touched the hearts of the children and helped instill in them pride in their country and in their fighting men. The wives were touched, too, and proud of their men and Hancock and the Navy."

ACROSS THE SEA—Package from schoolchildren won hearts of carriermen aboard USS Hancock serving in Vietnam.





# LETTERS TO THE EDITOR

## Constructive Time Again

SIR: Would you please clarify the latest ruling on constructive time? I read in the *BuPers Manual* not too long ago that after 20 years of active service, constructive time could be counted for pay purposes when transferring to the Fleet Reserve.

I read the *Manual* again recently, and it appears that taking advantage of the three months' early discharge provision has been for naught.

Here's my problem. I intend to leave active duty on 26 years, for pay purposes. Without counting constructive time, I will have 25-06-01 active service on 2 Jul 1969. However, if I can count constructive time for pay purposes, as well as in the multiplier factor, I will have a combined active duty/constructive time credit of 25-06-01 on 7 Jul 1968, almost a year earlier.

For which date do I submit my papers in order to be paid for 26?—D. P. J., ATC, USN.

• Sorry, Chief, you'll have to put in that other year, if you want to receive retainer pay computed with a basic pay for over 26.

As you probably know, the formula for computing retainer pay is two and one-half per cent multiplied by years of active service multiplied by the basic pay for your rate and years served.

Constructive time may be counted for the multiplier factor. It cannot be counted for basic pay.

Actually, the "BuPers Manual" has never stated that you could. You may have misinterpreted the pertinent article.

Has it all been for naught? Not really. Based on the information you gave us, and assuming you will transfer to the Fleet Reserve as an E-7, your year of constructive time will make a difference of \$13.22 per month in retainer pay.

That adds up to \$158.64 a year, and if that still doesn't look like much to you, multiply that amount by the number of years you will probably draw retainer pay. That will buy a lot of bait, Chief.—Ed.

## Authentication Signature

SIR: In the October 1963 issue you published a statement that no enlisted man could be authorized to sign correspondence by direction. Is the same true of authentication for instructions and notices?

According to the revised *Correspondence Manual* (SecNavInst 5216.5A) copies of correspondence may be authenticated by an "official delegated responsibility for authentication."

Whether or not an enlisted man could

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

be delegated such responsibility would seem to depend upon the definition of "official."—G. D. E., LTJG, USN.

• It does. The official definition of "official" as used in the official "Correspondence Manual" does not include enlisted men. In this instance an official must be a commissioned officer or, in some cases, a civilian.

As a practical matter the question will seldom arise, as authentication is all but an anachronism. The need has diminished with the development of modern reproduction methods.

Originally, documents would be signed by the originating authority and then, if more copies were needed, a stencil would be typed. Rather than have the original authority resign the communication in its stencil form, it would be authenticated as a true copy by a designated officer.

With the development of office duplicating equipment which will copy original documents, including signatures, authentication is seldom necessary.—Ed.

## Young and Fast, But Not Fast Enough

SIR: I made PO1 in five years and nine months, five days short of my 24th birthday. My friends say that's pretty fast, and pretty young, too. Is either a record?—N. R. A., SK1, USN.

SIR: I challenge the age of the youngest PO1. I entered the Navy 14 Jul 1943 as Apprentice Scaman, and made YN1 on 2 Mar 1946, 20 days before my 20th birthday.—J. D. D., SCLK, USN.

• When ALL HANDS receives a letter making a claim for the first, most, or best, we usually check it out around the office before throwing it to the wolves in the Fleet to pounce on. It didn't take long to shoot these two down.

The first claim was quickly brushed off by the journalists on the news desk. Two of the three on the desk made PO1 in less than five years and nine months, and one of those two was 23 years young at the time.

Now, hold on, claim jumpers, we're not saying that's any kind of record. We know better. It's just an example to show how easy it was to beat the stated time.

It merely took a quick look at a couple of old issues of ALL HANDS to beat the second claim. Seems that Edward E. Kemp, YNC, USN, made PO1 when he was 17 years, seven months, and 12 days old. (ALL HANDS, February 1962).

Incidentally, if you decide that some-

FENDERS DOWN—Alstede (AF 48) prepares for underway replenishment ops.







FRIGATE CREW mans the rail as William H. Standley (DLG 32) is commissioned.

thing your ship or a friend has done is a record that can't be beaten, it would behoove you to look over a few back issues yourself, before submitting it to the magazine.—Ed.

#### The Swap Desk Is for Real

SIR: I can't find any information aboard my ship regarding the "swap desk" at the Bureau of Naval Personnel. Is it still operating? How does it work?—R. H. B., CS1, USN.

• Yes, the swap desk is still operating, and it looks as if it will continue for some time to come.

As for your second question, the desk works on the principle that there are many people who would like to exchange duty with someone in another locale, but simply have no way of knowing who would be interested.

Navy regulations, of course, have long provided for an exchange of duty on a "no cost to the government" basis, but locating an eligible person with the necessary qualifications, such as the same rating and pay grade, necessary obligated service and correct duty status, is difficult. The swap desk was set up as a central clearing house to make things easier. Just another convenience, you might say.

The desk is presently providing this service only to those desiring exchanges between the East and West Coasts. We can't say when, or if, its scope will be enlarged.

Men (or women) on either coast who write to the Bureau of Naval Personnel (Pers B211), via the chain of command, will be provided with names of individuals on the opposite coast with whom an exchange might be feasible. If, of course, such names are available.

After that, it is up to you to submit a formal request in accordance with Chapter 16 of the "Enlisted Transfer Manual." (Change 10 gives the most recent information.)

Since the program began in April 1965, the response has been moderately good. However, only about 20 per cent of the correspondents could be provided with potential swaps, and for a number of good reasons.

For one thing, there are far more Navymen who want to go from the West Coast to the East Coast than vice versa. The ratio has been running about 60 to 40 in that direction.

Again, some men are far too specific

"PULL!"—Skeet shooter aboard USS Yorktown (CVS 10) aims at clay pigeon during carrier competition.



in their hunt for duty exchanges. When one cites "Mayport, Fla., only" as his choice for a possible swap, he might as well ask for the moon.

It would be far better to shoot for a naval district, or even better, "Anywhere on the West/East Coast," and give the desk a little more geography to play around with.

In this connection, it might be mentioned that the swap desk worked just according to the book for one of the present ALL HANDS staffers.—Ed.

#### Coordinates Fine; ETA in Doubt

SIR: I just stopped Captain Mossbottom and showed him the February 1966 ALL HANDS.

When he spotted the piece about destroyers and submarines carrying planes, he just perked and simmered a wee bit, then chortled, "Well, Sonny Boy, you just tell that writer feller that I might not be up so much on the tin cans that carried those planes, but I'm a-tellin' you that he's only about four years or so off-base about the submarines with the planes and tanks.

"It happened about three or four years before 1923. I prowled around Annapolis from early summer of 1918 until the summer of 1922, and I once saw a submarine tied up to the west side of Santee Dock. That sub had a small plane out on deck right in front of a tank to hold it. I don't remember if it was an S-boat, but I think it was a smaller one; might have been an R-boat, as it was bigger than an O-boat.

"It was either in the spring of 1919 or 1920 when that sub tied up just inshore of the old Reina Mercedes for a weekend. All the middies and visitors strolled alongside on the dock to take a look-see at that submarine-and-plane outfit.

"I know that it must have been '19 or '20, because during the next couple of years I wasn't strolling down around the dock on weekends; I was usually casing the lay of the land for a bit of unnoticed liberty on the other side of the wall.

"And it couldn't have been as late as 1923, as ALL HANDS says, because by that time I was several thousand miles away and didn't get to see Annapolis again for about six years.

"So you tell him, Sonny Boy, Captain Mossbottom was there—only about four years or so earlier."—Captain Isiah Olch, USN (Ret).

• Well, as we said before, we went back further than we can recall to get the information about the planes on submarines. Since we were already knee-high in history books, we dug a little deeper. But we didn't find a thing.

We also checked the National Archives for an indication of submarine-and-plane combinations earlier than 1923 and in the Bureau of Construction and Repair records, as well as SecNav



records of the time. Nothing there, either.

But the book we're looking for probably got locked up in some old salt's sea chest, and we may never find it. So please thank Captain Mosshottom once again for setting us straight.—ED.

### Recommissioning Battleships?

SIR: Are there any plans at present, either concrete or tentative, for recommissioning one or more battleships?—W. R. L., HMC, usn.

• There are no present plans to recommission any battleships, but the idea is reviewed periodically by the Chief of Naval Operations.

However, the remaining mothballed battleships are not being sold or scrapped, and the possibility that they might some day be needed has not been entirely ruled out.—ED.

### Destroyer School Insignia

SIR: I believe a breast insignia should be authorized for graduates of the destroyer school in Newport, R. I. The device should probably be similar to the dolphins authorized for submariners and the wings for aviators.

Individual authorization should depend upon the graduate serving as a destroyer department head for a minimum of one year, since such service is the purpose of the school.

Destroyer school graduates are, like the submarine officer and the aviator, identified as such in the Officer Register.—D. L. D., LT, usn.

• Your suggestion has been forwarded to the Permanent Naval Uniform Board but, frankly, we can't give you much hope.

On many occasions the board has considered special breast insignia for

destroyermen and, on just as many occasions, rejected the idea. This holds true as well for breast insignia indicating qualification in other types of surface ships.

As a general rule the Uniform Board maintains that to award special insignia to men on one type ship would be unfair to men of equal skill and ability aboard other types. A device for graduates of a particular school has still another drawback: comparatively limited applicability.

The command at sea insignia serves well as an indication of qualification to command, and it is the opinion of the board that lesser awards of the same variety are not desirable.

While destroyer school graduates, because of their training and experience, are identified in the "Officer Register" as are aviators and submariners, there

## You've Never Heard of Enlisted Pilots? Where Have You Been?

SIR: A few months ago ALL HANDS printed a letter from a young sailor who wanted to know if there had ever been enlisted pilots in the Navy. I give him the benefit of the doubt—I suppose his years are tender—but nonetheless . . . how could he? I have vivid memories of the APs, and I wasn't even an airdale.

My contacts with the aviation pilot rating were back in the 30's, when the enlisted pilots had their own squadron. That was Fighter Squadron Two, more commonly known as the "Chiefs' Squadron."

Late in 1934 I was transferred to VF-2 while it was aboard USS Lexington (CV 2). Upon arrival at North Island one of the plane captains shoved off on special liberty and yours truly, a second cruise minesweeper deckhand, was casually ordered to prepare the plane for flight. The mechs on the line left their jobs and I received a quick indoctrination.

As I handed my little check-off slip to the chief AP for signature, I blurted, "If you sign this thing, you're crazy." It didn't faze him a bit. "If it's hitting on two, I'll take it up."

We were flying F4B-2s and -4s, the former of 1927 vintage—small fighter biplanes with inertia starters. You dropped the crank and made tracks for the open cockpit, praying that you could manipulate all levers and switches before it ran down.

As I returned to the East Coast a few months later I really don't know what happened to the VF-2 chiefs, but I assume their days were numbered. Most of them were nearing their 20.—F. G. Abrams, DCC, usn (Ret.).

• Bring up the subject of enlisted pilots and sooner or later, you'll end up swapping stories about FitRon Two.

One "Chiefs' Squadron" tale concerns O. M. "Sam" Darling, who was a CAP (chief aviation pilot) with the squadron

during an exercise aboard USS Saratoga (CV 3) Saratoga's flight deck stretched a full 888 feet, considerably longer than that of Langley, aboard which the squadron had been operating.

Yes, 888 feet is correct. Lexington (CV 2) and Saratoga, built on cruiser hulls, were somewhat unusual for their time in that their length and weight—33,000 displacement tons—were far greater than carriers for many years to come. Langley had an over-all length of 542 feet, with a displacement of 11,050 tons. The length of Lexington and Saratoga was not equalled until the introduction of the Ticonderoga class in 1944. Their tonnage was not surpassed until the Midway (CVB 41) class in 1945.

To resume: A pilot who made the cruise, Lieutenant (jg) (now Rear Admiral, Ret) Murr E. Arnold, tells of the incident.

"Chief Aviation Pilot Sam Darling was probably the hottest flyer in Fighting Two at that time. Sam, accustomed to the short deck on Langley, couldn't understand why all that flight deck space was needed for takeoff. Normal procedure at that period in carrier operations provided for the pilot to commence takeoff from his position in the 'stationary deck spot.'

"On his second or third takeoff from a position well aft, Sam took off in a 'flipper turn' around the bridge and almost knocked Admiral Reeves' hat off. The admiral blew his top, sent for the squadron CO and ordered him to instruct Darling to keep his wheels on deck until reaching the forward end of the flight deck. On taking off the next day, Sam carried out these instructions—but promptly looped right back over the ship, causing a renewed outburst from the admiral. Again the squadron CO was called and directed to tell Darling not to pull up, or turn, on takeoff until he was at least one-half

mile from the ship.

"Sam obeyed instructions. On his next takeoff he gunned his plane straight down the flight deck, making no attempt to become airborne. The plane literally fell off the bow of the carrier and disappeared from view. For a moment there was consternation, then we noticed Sam skimming along the water, practically bouncing from wave to wave. He continued on an arrow-straight course, never more than six feet above the water, clear over the horizon.

"Sam probably would have been kicked out of the squadron if the admiral hadn't realized that only an expert could have pulled such a stunt."

Although it's the offbeat behaviour of FitRon Two which delights the fantail gossips, the chiefs were strictly a professional bunch. If they were a little on the cocky side they were also enthusiastic, energetic and downright adept. Says a rear admiral who was the squadron's skipper more than 30 years ago, "I have never been prouder of any organization in the Navy."

Fighting Two was a hand-picked squadron. Operating from the Navy's first three carriers (Langley, Lexington and Saratoga) its pilots flew every type of carrier fighter from the early baling-wire-and-canvas biplanes to the stubby Grumman F4F Wildcats of World War II fame.

In the highly competitive Fleet gunnery and bombing competition Fitron Two was a respected opponent, compiling a brilliant record through the years. A senior aviator, who flew with another squadron, says: "Fighting Two was always a tough outfit to beat. The idea of being licked for the gunnery trophy by that gang of chiefs was so unpalatable . . . that other squadrons worked like fends. Fighting Two set a rugged pace."

They earned their reputation.—ED.





BOW TIES and high hats were prominent in 1918 picture of *Black Hawk's* chiefs.

is one important difference. Submarine and aviation duty have long been recognized as especially hazardous. Because of this difference, the Uniform Board has decided special insignia for the two groups are warranted.

Don't, however, be discouraged by the negative reply. The Uniform Board is always happy to hear and consider opinions from the Fleet. So are the other sections of BuPers. In this instance your suggestion did not pan out, but next time it might.—ED.

#### USAF Outstanding Unit Award

SIR: Several years ago the Air Force Outstanding Unit Award was presented to the Navy Air Traffic Coordinating Office at Travis AFB, Calif. The award consisted of a citation from the 1501st ATW and a service ribbon. It is relevant to the story that no pendant medal is authorized or exists for the USAF Outstanding Unit Award.

One of the recipients is a close friend of mine, now serving at a different station. I hear from him occasionally; his last letter contained a tale of woe.

Several months ago he stood a personnel inspection in which ribbons were worn. He arrived with his usual array of ribbons, including the USAF award, and the inspecting officer passed without a word.

Later he attended another inspection, in which large medals were prescribed. Since there is no large medal (no medal, period) for the USAF award, my friend naturally wore one less medal than he had previously worn ribbons. The inspecting officer noticed the discrepancy.

The officer, assuming the award was the Air Force equivalent to the Navy Unit Citation, further assumed my friend should have worn an equivalent Air Force Medal on his right breast, as he would have in the case of an NUC. So the man was gigged.

Was the inspecting officer right? I doubt it, but perhaps you have the

word.—J. B. N., YN2, USN.

• We hope your friend is tactful. He was certainly correct. In both inspections he was in proper uniform, at least insofar as the USAF Outstanding Unit Citation ribbon was concerned.

While the USAF award in question is similar in some respects to the NUC, as you stated before no pendant medal is authorized. The Air Force does not authorize the wearing of any medal on the right breast under any circumstances.

When a Navyman receives such an award from another service, he is entitled—nay, required—to wear the ribbon and the corresponding medal, as appropriate. If the information provided is correct, the individual was gigged for failing to wear a non-existent medal.—ED.

#### Remember Black Hawk?

SIR: While digging through some files, I found the enclosed pictures of USS *Black Hawk* and the chief petty officers attached to her.

Possibly you can use these pictures in ALL HANDS and pass on some information about the ship. Maybe one of your readers may even be able to identify some of the CPOs.—Allen G. McCroskey.

• Thanks for the pictures. They are printed here to give our readers a look at the World War I Navy. Hopefully, someone will find a familiar face among the *Black Hawk* chiefs.

The pictures were dated October 1918 at which time *Black Hawk* (AD 9) was assigned as tender and flagship of the Mine Force.

*Black Hawk* was purchased by the Navy in December 1917 and commissioned the following May. In June 1918, she steamed out of Boston to take up her station at Inverness where she remained until the end of World War I.

When the war ended, *Black Hawk* shifted her base to Kirkwall, Orkney Islands, for the North Sea mine sweep.

*Black Hawk* was designated a destroyer tender in November 1920 and served in the Caribbean and later in Asiatic waters. She was at Balikpapan, Borneo when the Japanese attacked Pearl Harbor but spent most of the war years on tender duty in Alaskan waters.

She returned to Western Pacific duty in 1945 and tended vessels in Okinawa and in China until 1946 when she returned home to be decommissioned on 15 August.

In 1947, *Black Hawk* was transferred to the Maritime Commission and was sold for scrap in March 1948.—ED.

#### Service Record Entries

SIR: Recent SecNav Notices have authorized the National Defense Service Medal, the Navy Expeditionary Medal, the Armed Forces Expeditionary Medal and the Vietnam Service Medal. In each case the directive requires the commanding officer to make appropriate entries in the service rec-

OLD TENDER—USS *Black Hawk* was tender and Mine Force flagship in 1918.





### Where to Wear the Ribbon

SIR: I was awarded the Secretary of the Navy Commendation for Achievement Ribbon. Since there is no medal provided for this award, where do I wear the ribbon when large medals are prescribed?

Uniform Regs states that holders of unit awards, such as the Presidential Unit Citation, may wear the ribbon on the right breast in the same relative position as the holding bar on the lowest row of medals. Is this regulation meant to include individual awards as well as unit awards?—I. B. C., EMC, USN.

• As the matter stands at present, a recipient of this award is not authorized to wear the ribbon when large medals are prescribed.

However, a medal has been approved for the ribbon and will be procured shortly. Since you are a recipient of the award, BuPers will forward a medal to you when they are available.—Ed.

Upon separation or discharge, medals and awards are recorded on the DD 214, but the required information is usually not available in the service record and the yeoman filling out the DD 214 must ask the officer for certification from his personal files. He may or may not have this certification.

If worse comes to worst it is, of course, possible to reconstruct the officer's duty assignments and compare them with the Awards Manual. This is not easy.

My conclusion is this: A standardized page for recording military decorations and medals in the officer service record is badly needed. This is especially true in the case of campaign and service medals, since no citations are issued.

Meanwhile, how and where in the officer service record is the required certification of eligibility to be entered?—B. L. L., YNCS, USN.

• It's not necessary to become so tangled up. Make the entry in letter form.

Most officer personnel actions are in letter form, addressed to the individual officer concerned: citations, orders, appointments, special duty assignments and qualification designators.

One solution would be the preparation of a signed mimeographed letter of entitlement showing all addressees and filing a copy in the service jacket of each officer. In addition, one copy should be forwarded to BuPers for each officer and one given him for his personal file.

Incidentally, the entry of campaign or service medal eligibility on a biography sheet is not proof of eligibility. It could not possibly be, as the biography sheet may be filled out by the officer himself. So, if there is no entry in the officer's service record and eligibility may not be determined by the

### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss West Virginia* (BB 48)—The 12th annual reunion will be held at 1822 W. 162nd St., Gardena, Calif., on 3 December. For more information, write to R. A. Brown at that address.

• *uss Bunker Hill* (CV 17)—The second reunion will be held at Boston, Mass., on 17 Jun 1967. For further details, write to Walter R. Miller, 741 Columbus Ave., Phillipsburg, N. J. 08865.

• *uss Lamson* (DD 367)—A reunion in Chicago, Ill., is now being planned for those who served aboard from 1942 through 1945. Contact Chief Boatswain's Mate Eugene Verbracken, USNR, at 738 S. Main St., Chippewa Falls, Wis., or CDR Desmond J. Harris, USNR, at 1733 Cass St., La Crosse, Wis.

ords of the eligible Navymen.

For enlisted men, the paperwork is simple. The certification of eligibility is entered on page 13 and, upon a Navyman's separation, is transferred to the DD 214.

If the recipient is an officer, however, the situation rapidly disintegrates into complexity and—in my case—indecision. To the best of my knowledge there is no prescribed form or place in the officer service record for this type of certification.

True, the officer biography sheet does contain a place for medals and awards, but I feel it is not necessary to submit a new biography upon receipt of each award. The amount of paperwork would be prohibitive.

pertinent SecNav directives, your only recourse is to request a determination by the Chief of Naval Personnel.

Your assertion that an administrative remarks page is necessary may be valid. Such a page, designed for miscellaneous entries, has been considered on several occasions. In this instance, however, an administrative remarks page could create—not save—work. The page would have to be removed from each record, the entries made one at a time and signed individually, and the page replaced.

Letter entries are simpler.—Ed.

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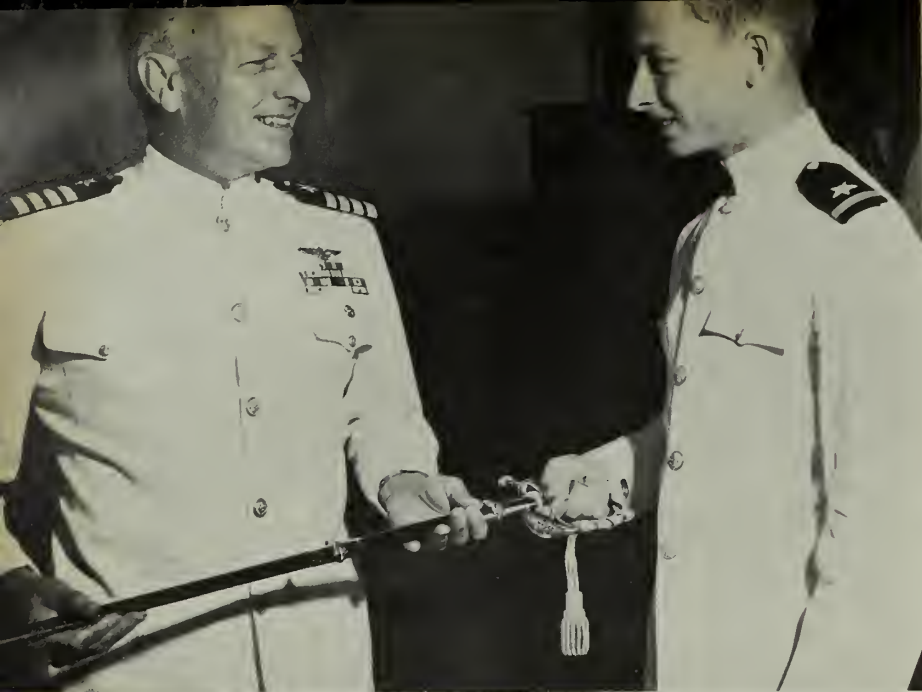
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WEAR IT WELL—ENS Charles Simonsen receives officer's sword from his father, CAPT Carl Simonsen, after commissioning ceremony at NARTU Jacksonville.

## Query on Educational Benefits Under New GI Bill

SIR: I am currently on active duty, with over five years of service to my credit. I have 46 semester hours of study left for my baccalaureate degree.

At the end of my current enlistment I plan to return to college. In the meantime, I would like to take some college courses, in night school, by correspondence, or both.

As I understand it, the new GI Bill will pay either all or part of the tuition and fees, depending on the courses I take. Is this payment made on a per-month or per-semester-hour basis? How do the payments work out in dollars and cents?

How will such payments affect my 36 months of total entitlement under the GI Bill?—K. R. G., JO2, USN.

• While you are on active duty, payments for any education you undertake are computed at the rate of the established charges for tuition and fees or at the rate of \$100 per month for full-time study, whichever is the lesser amount. Or \$50 per month for half-time study, or \$25 per month for quarter-time study.

Fees include matriculation and other fees assessed all students at a given school. However, the cost of books and supplies must be borne by the student.

(The Veterans Administration, which is administering the GI Bill benefits, uses 14 semester hours as a criterion for computing full-time study, as directed by Section 1683 (a)(3) of Title 38, United States Code. Hence, if you were able to take a full load of courses while on active duty, you would be eligible

for tuition and fees or \$100 per month, whichever would be the lesser amount. Four to six hours is regarded as half-time study and three hours or less is computed as quarter-time.)

Let's say you wish to enroll in Economics 101 at Weaver University. The course will give you three semester hours of credit toward your undergraduate degree. The total cost of the course is \$120 for the four-month semester, or \$30 per month. Using the computation of \$25 per month for tuition and fees, the VA will pay \$25 per month toward the cost of the course. You will pay the remaining \$5 per month.

But let's say you decide to take the same course at Sower U., which is nearer your home and more convenient. The cost of the tuition and fees there is \$80, or \$20 per month. Since the \$20 per month is less than the maximum \$25 rate, the VA will pay the entire cost of the course.

Correspondence courses taken directly from colleges and universities fall into

a slightly different category. In such cases, you will pay the cost of the lessons and be reimbursed by the VA on a quarterly basis. The VA will pay you the actual cost of the lessons completed by you and serviced by the school during each quarter.

The exception to this is USAFI. College courses taken through the U.S. Armed Forces Institute cannot be paid for with GI Bill benefits, even though they may be taken for college credit. Under the USAFI program, the government pays the cost of the lesson service. The student pays only for books, materials and administrative fees, which are not covered under the GI Bill.

When planning your over-all program, you must keep in mind that most colleges and universities place certain restrictions on the number of hours you can take by correspondence for credit toward an undergraduate or graduate degree. Some of these restrictions pertain directly to students in their junior and senior years.

If you intend to take courses for college entrance or credit toward a degree, you should check with the registrar, admissions officer or academic dean of the institution where you intend to receive your degree before taking any courses, so you will know that school's limitations. If possible, you should also obtain help in planning your correspondence program.

(Such help may be of particular interest to Navymen who are nearing retirement and thinking about a second career.)

You may elect to take college courses through the Tuition Aid program, which pays up to 75 per cent of the cost of tuition, not to exceed \$14.25 per semester hour. Your Educational Services officer can give you the details.

You cannot, however, take advantage of the Tuition Aid program and the GI Bill simultaneously for the same courses.

As for the computation of time, any courses you take while on active duty are chargeable to your 36-month total entitlement. The chargeable time is proportionate to the number of hours taken.

When you get out of the service, the situation will change. You will then be paid benefits figured on the basis of how many semester hours you take per semester, and your dependency status.

For civilian study, the measuring stick used by the VA in figuring benefits is as

### Educational Benefits Rates

| Institutional Training | 0     | 1     | 2 or more |
|------------------------|-------|-------|-----------|
| Full time              | \$100 | \$125 | \$150     |
| ¾ time                 | 75    | 95    | 115       |
| ½ time                 | 50    | 65    | 75        |
| Cooperative training   | 80    | 100   | 120       |

(Cooperative training means a full-time program of education consisting of institutional courses and alternate phases of training in a business or industrial establishment which supplements the institutional courses.)



follows: full-time, at least 14 semester hours of credit; three-fourths time, 10 or more hours, and half-time, seven or more hours.

The number of semester hours used by the VA in computing benefits is lenient, because the average workload taken by a full-time student is usually 15 or 16 hours per semester.

(For a run-down on monetary benefits in regard to dependency status, see opposite page.)

For summer school study the picture changes again, but the benefits remain the same. For full-time study, the equivalent of 14 class sessions of 50 to 60 minutes' duration per week are required; for three-fourths time, not less than 10 sessions; and for half-time, not less than seven class sessions per week.

Two hours of laboratory study equal one class session, for the purpose of figuring GI Bill payments for summer study.

If you should decide to attend a college or university which uses the quarter system, your benefits will be figured on a conversion scale, but the end results are the same in dollars and cents. The VA will merely convert the number of hours you are taking per quarter to semester hours, and pay you accordingly.

On the conversion scale used, two semester hours equal three quarter hours.

The time debited your 36-month entitlement for colleges on the quarter system is also proportionate to the semester system. If you are taking a full course of study, you will be paid full benefits.

Keep in mind that the 36-month GI Bill entitlement is enough to help you through four years of college—enough for a baccalaureate degree.



OCEANOGRAPHIC ship USNS Mizar will go to yards next year for addition of chemistry and biology laboratories, workshop and quarters for scientists.

Since you have previous college credit, your benefits may be applied to postgraduate work after you receive your baccalaureate degree.

There you have it, in time and in dollars and cents. Good luck.—Ed.

#### Aircrew Wings

SIR: About two years ago, ALL HANDS carried an article on qualified airmen who were authorized to wear their wings even after being detached from flying status.

As I recall, this matter was to come up for additional consideration. However, I have seen nothing further concerning it.

Inasmuch as I am a black shoe who won his wings in May 1964, I would like to know if there has been any change.—P. E. R., RD2, usn.

• The latest word on the subject can be found in addendum to Change No. 11 of Article C-7403 of the "BuPers

Manual." This authorizes a designated AC to wear aircrew breast insignia on a permanent basis.

However, he must maintain minimum qualifications for aircrew duty, as specified in directives of the Chief of Naval Operations. Qualifications are determined by technical examination. If he no longer volunteers for aircrew duty to which he had been assigned by proper authority, his right to wear the aircrew breast insignia will be revoked.

Only men who were designated AC on or after 14 Jun 1965 are authorized to wear the aircrew breast insignia. The authorization also applies if you were a designated AC before 14 June and continued in the status after that date.

Medical disqualification from aircrewman status on or after 14 Jun 1965 does not necessarily entail removal of the breast insignia unless, upon medical requalification, you fail to qualify for AC status or refuse to fly.—Ed

COMING AND GOING—USS Simon Lake (AS 33) moves by USS Hunley (AS 31) at Holy Loch to relieve Hunley.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## Pine Island Cooperates

Sometimes the "You scratch my back and I'll scratch yours" philosophy has certain ethical shortcomings. In some situations, however, it is the only sensible approach. Then it's called cooperation.

Take the case of *USS Pine Island* (AV 12) for instance. The ship was in Buckner Bay, Okinawa, when Air Force Lieutenant Colonel Freshwater ran into difficulties. The colonel was taking off in an *Albatross* patrol seaplane when an engine failed, forcing him down near the tender.

More than willing to lend a hand, *Pine Island's* crew brought the aircraft aboard and furnished hangar facilities so the Air Force mechanics could make the necessary repairs. Thanks to the Navy's assistance, the job was completed in just 26 hours and the HU-16 was back in flying status.

This time COL Freshwater and his aircraft became airborne with no problems.

Three weeks later, flying the same aircraft, the colonel rescued a Navy A-4 pilot off the coast of Vietnam.

## Simon Lake to Holy Loch

Into the Holy Loch steamed *uss Simon Lake* (AS 33) past geysers of water erupting from a Navy tugboat and a welcoming banner on board *Hunley* (AS 31)—the submarine tender she was relieving.

More than 1300 officers and en-



**FOUR-HAT MAN**—LTJG Robert Krueger shows hats he has worn during 17-year Navy career, after graduation from college with BA this year.

listed men on board *Simon Lake* began calling Holy Loch home and about 300 families of *Simon Lake* crewmen will take up residence there.

For the crew of *Hunley*, the arrival of its relief meant packing their bagpipes for the return trip to Charleston, S.C. *Hunley* had been moored in the Holy Loch since 1963.

The crewmen of *Simon Lake* undoubtedly will become as quickly accustomed to Scottish ways as did *Hunley's* crew. They will love the heather, haggis and highlands as did their predecessors. Scotland has a way of growing on you as the crew of *Simon Lake* will soon learn.

## College Degree

When Lieutenant (jg) Robert W. Krueger received his bachelor of arts degree, he wore the fourth hat of his Navy career—a collegiate mortarboard. His three other types of headgear include those worn as a seaman, a chief petty officer, and as a commissioned officer.

Currently the Maintenance Material Control Officer at the Naval Air Facility, Naples, Italy, the lieutenant was presented his BA degree from the University of Maryland at that institution's Heidelberg, Germany, campus.

LTJG Krueger began his undergraduate studies as a seaman 17 years ago at Niagara University. Later, he attended Akron University when a chief petty officer. He received his naval commission in 1964.

His hatful of achievements, we're told, were accomplished with the help of tuition aid (sometimes without), by often driving long distances to classes, swapping watches, and plenty of perseverance.

## Yorktown's Centurions

When a pilot lands on the same carrier for the hundredth time, he's rightly proud of it. Centurion patch, and all that. When he becomes a double or triple centurion, he's got something to write home about.

Pilots aboard *uss Yorktown* (CVS 10), during operations in the South China Sea, found themselves doing

**HELPING HANDS**—Air Force seaplane is lifted aboard *USS Pine Island* (AV 12) for repairs after the engine failed.





lots of flying—and presumably lots of letter writing as well.

During *Yorktown's* seven-month deployment, Commander W. L. Jensen, of Helicopter Antisubmarine Squadron Four (HS 4), became a triple centurion.

HS 4 also had 13 pilots numbered among *Yorktown's* double centurions. Nine pilots from Antisubmarine Squadron 25 (VS 25), and six from VS 23 also reached the 200 mark.

Nine of the carrier's embarked pilots became *Yorktown* centurions for the first time.

In addition to becoming a *Yorktown* double centurion, Commander W. L. Wirt chalked up the 1200th carrier landing of his career. These included landings in fixed wing aircraft and helicopters. CDR Wirt is commanding officer of HS 4.

### Towing Toward the Sunrise

The salvage ship *uss Opportune* (ARS 41) and Fleet tug *uss Shakori* (ATF 162) have completed a round-the-world trip, possibly the first such cruise for ships of their type, while performing what also might amount to the longest towing job on record for either an ARS or ATF.

The two Atlantic Service Force ships departed Norfolk, Va., for Rosyth, Scotland, where each took a Royal Navy salvage lift craft in tow. They then got underway for Subic Bay, Philippines.

Both salvage craft have been leased from the Royal Navy for use in WestPac salvage operations.

En route to the Philippines, *Opportune* and *Shakori* transited the Mediterranean Sea, Suez Canal, Red Sea, Indian Ocean and South China Sea in 99 days, covering a distance of 10,954 miles. Stops were made at Gibraltar; Suda Bay, Crete; Port Said, U.A.R.; and Trincomalee, Ceylon. Actual time underway amounted to 70 days for this portion of the circumnavigation.

Things went smoothly during all but a small part of the journey, when the ships encountered heavy seas with winds up to 60 knots in the eastern Mediterranean. Waves rose to 35 feet, but the 147-foot-long salvage craft, trailing 1900 feet behind the two Navy ships, were able to withstand the pounding.

The salvage craft have no counterpart in the U.S. Navy. They are designed to be towed and have steam engineering plants for oper-



**BIG FAREWELL**—*USS Claud Jones* (DE 1033) left Key West, Fla., for Pacific duty accompanied by helicopters and water-spraying tug. *USS John R. Perry* (DE 1034), also steaming for new home port in Pearl Harbor, got same salute.

ating their deck and salvage equipment.

When they are used as a pair, they are capable of lifting 1500 tons. A lift is accomplished by passing wires under the sunken vessel and attaching these wires to the two salvage craft, located on opposite sides of the vessel. Ballast tanks in the salvage craft are flooded with sea water and the wires are made taut.

A lifting force results when water is pumped from the tanks, and as the tide rises.

*Opportune* and *Shakori* returned



**DOG'S LIFE**—Chihuahua mascot of VP-18 helps crew check jet engine.

to Norfolk via Yokosuka, Japan; Pearl Harbor, Hawaii; Acapulco, Mexico; and the Canal Zone after delivering their payload.

### New Look for Mauna Kea

For the past year and a half, *uss Mauna Kea* (AE 22) has been undergoing FAST conversion at Seattle, Wash. In addition to the Fast Automatic Shuttle Transfer system, she has received an extensive overhaul.

*Mauna Kea's* conversion and updating included the installation of pneumatic fenders, nylon line, rubber thrum mats, P-250 pumps, improved battle lanterns, and a new fueling hose.

Refinements eventually included pneumatically operated fork truck stops around all cargo hold hatches, closed circuit television system, a juke box in the crew's mess, new berthing for the crew, a refrigerated salad bar, a greatly expanded ship's store and soda fountain complex, a portable air-powered spooling device to make possible spooling of cargo winch whips under tension, and much more.

*Mauna Kea* was fitted with a helicopter landing and fueling facility, giving her a VERTREP capability.

Several multidirectional 4-D trucks were installed to handle the *Talos* booster and other missile components. Conventional fork trucks serving the helicopter deck were fitted with devices that accurately determine the weight of a load simply by hoisting it off the deck.



**AWARD WINNER**—USS *Genesee* (AOG 8) returns to Pearl Harbor after deployment. Ship was second in ServPac to receive Navy Unit Citation in Vietnam.

### NUC for *Genesee*

When *uss Genesee* (AOG 8) returned home to Pearl Harbor the crew received the usual reception. There were wives, kids, balloons and "Welcome Home, Daddy" posters.

There was also something of professional interest: The welcome was exceptionally well earned. *Genesee* had spent a few tough but successful months supporting the military forces at Chu Lai and Da Nang. On the merits of her operations in the South China Sea the ship was to re-

ceive the Navy Unit Citation.

Thus, *Genesee* became the second ServPac ship—*uss Pyro* (AE 24) was the first—to win the NUC during the current Vietnam crisis and, perhaps, the first Pearl Harbor-based ship to receive it during the same period.

While on her deployment the ship supplied nearly 10 million gallons of gasoline and other petroleum products to U.S. fighting men in Vietnam. *Genesee* also helped complete a new airstrip at Chu Lai. Her equipment was used to pump

ashore over two million gallons of salt water needed to pack down and stabilize the runway.

During one at-sea period, *Genesee* did not return for 120 days.

### Big Bang With Class

As a Navy saluting battery, a 200-year old cannon is an unlikely choice. Unlikely, but not impossible. It's a simple matter of adding some class.

It all began earlier this year, at Roosevelt Roads, P.R. The station was sponsoring a beautification drive and the Navymen of Patrol Squadron 18 were more than willing to cooperate. They decided that a saluting battery was just what was needed to give the right finishing touch to the headquarters area.

Using the spirit of cumshaw and the arts of persuasion, a squadron officer contacted a well-known citizen of St Augustine, Fla., who generously donated a cannon—FOB St Augustine.

The cannon, probably Spanish, was between 200 and 300 years old. It had been recovered from a wreck near the Grand Caymon Islands in the Caribbean.

Several commands pitched in to assist with the transportation difficulties. NAS Jacksonville loaned a pickup truck to carry the cannon to Jacksonville. VP-30 loaned a forklift to transfer the gun from the truck to a waiting VW-4 aircraft which, in turn, flew the piece to Roosevelt Roads where the PatRon 18 ordnance gang was standing by.

The cannon was scraped and painted, then mounted on the squadron's outdoor quarterdeck, where it is in use as a saluting battery. The cannon furnishes the class, but the noise comes from a shotgun secreted inside the barrel.

### CruDes Chief of the Year

Chief Sonar Technician Gary W. Locke, Jr., has been selected as the Atlantic Cruiser-Destroyer Force Chief of the Year for the Newport, R.I., area. He was selected from more than 20 chief petty officers nominated for the honor.

Locke, who serves aboard *uss Warrington* (DD 843), was cited at a recent luncheon sponsored by local civic organizations. During the luncheon he received a memento book of the event, gifts from city businessmen and a letter of congratulations from Governor John H.



**HAPPY HANDSHAKE**—Chief of the Year Gary W. Locke, Jr., STC, receives a handshake and gift from Newport civic group president at awards fete.



Reed of Maine, Locke's home state.

In the letter nominating Locke for the title, the Warrington CO commended him for attaining the highest levels of performance from the sonar and all associated equipment on a continuing basis.

Locke also organized and actively participated in choir, and is Warrington's Protestant lay leader.

### Cacapon and Sacramento

When a ship needs to be replenished she usually rides high in the water because her fuel tanks are nearly empty. On the other hand, the oiler's waterline is barely visible.

This is not necessarily the case in the South China Sea when what logistics experts call a consolidation operation is being conducted.

Such an operation occurs about every three weeks, or whenever the Fleet oiler supporting naval units off Vietnam transfers its remaining fuel and cargo to an oncoming relief oiler.

Through this consolidation effort, support it kept on the front lines where the action is.

Why transfer the support after only 21 days?

In addition to the need to top off at fuel depots, you might say an oiler's crew deserves a little rest and relaxation. For instance, during one of *uss Cacapon's* (AO 52) recent three-week support tours, she steamed nearly 6000 miles on Yankee Station, conducting 75 unreps within 20 days.

*Cacapon's* 75th replenishment was to her relief ship, *uss Sacramento* (AOE 1) who, during her combined three-week tours, totaling seven months, believes she shattered every existing replenishment record off Vietnam. This includes the number of ships replenished, quantities and transfer rates of provisions, fuel and ammunition.

*Sacramento* claims she:

- Performed twice as many underway replenishments in a seven-month period as any previous Service Force ship;
- Delivered 25 per cent more petroleum products than the former record-holding Fleet oiler that set its record in nine months; and
- Delivered 50 per cent more ammunition than the ammunition ship that set the previous record in a 10-month period.

More than 6000 tons of ammunition were transferred. Her helicopters delivered over 1900 tons of mail and



**RIDING HIGH**—*USS Cacapon* (AO 52) rides high in water as she transfers fuel to *USS Sacramento* (AOE 1), her relief as Yankee Station oiler in 7th Fleet.

supplies, making lifts to An Thoi, Chu Lai and Da Nang, Vietnam.

As a manner of comparison, if the bombs *Sacramento* delivered were laid end-to-end, they would stretch over 30 miles, and it would take a train 200 miles long to carry all the food, freight, lubricants, mail, movies and passengers transferred.

*Sacramento* completed her West-Pac tour in July, returning to her home port, Seattle.

### Back from Vietnam

Greyhound deployments to the Far East are usually six months.

However, Destroyer Division 32 recently ended a two-year tour in the Western Pacific with 18 months spent off the Vietnam coast.

The destroyers and their home

ports are *uss Rupertus* (DD 851), *Henry W. Tucker* (DD 875), and *George K. Mackenzie* (DD 836) in Long Beach; *Earnest G. Small* (DD 838) and *Joseph Strauss* (DD 16), Pearl Harbor.

Besides firing thousands of tons of shells on Viet Cong positions, the division served on SAR missions, Market Time patrols and as a backup recovery unit for *Gemini* space shots.

The combined distance traveled by DesDiv 32 equals nearly 30 times around the world.

Several other ships have also returned from overseas tours. These accounts were reported:

- Amphibious assault carrier *uss Boxer* (LPH 4), to Norfolk.

In less than a year, *Boxer* made her second 27,000-mile trip to Vietnam, this time to deliver Marine helicopter and Navy undersea warfare units and their equipment. She traveled via the Suez Canal en route home and visited Beirut, Lebanon; and Palma on the Island of Mallorca in the Mediterranean. On her previous cruise she carried the Army's First Cavalry (Airmobile) Division.

- Attack cargo ship *uss Mathews* (AKA 96), to Long Beach.

After delivering 900 tons of combat equipment, together with a Marine engineer company to Chu Lai, South Vietnam, *Mathews* transported 763 tons of cargo from the Philippines to the mouth of Perfume River, 30 miles south of the 17th Parallel. From there her landing craft shuttled the material up river to Hue, former imperial capitol.

- Dock landing ship *uss Fort Marion* (LSD 22), to San Diego.

This amphibious vessel returned



**SEA CADET** gets advice on neckerchief tying from old salt after two weeks of training at NTC Great Lakes. Eight took course.

to her home port twice this year. In April *Fort Marion* finished a seven-month tour off Vietnam and scarcely a month later made a special rerun, loaded with Marines and their equipment.

- Destroyer Division 52, consisting of *uss Robinson* (DLC 12), *Agerholm* (DD 826), and *Porterfield* (DD 682), to San Diego.

While *Porterfield* spent most of her WestPac tour as a plane guard for Task Force 77 carriers, *Robinson* and *Agerholm* employed their five-inch guns against Viet Cong strongholds during their six-month cruise.

- San Diego-based destroyers *uss Richard B. Anderson* (DD 786), *Bausell* (DD 845), and guided missile frigate *Worden* (DLC 18).

These ships also provided offshore support to U.S. ground forces and served as plane guards for Seventh Fleet carriers. *Bausell's* landing party captured two Viet Cong close to shore who were fleeing American ground troops.

- Destroyers *uss Rogers* (DD 876), *Hopewell* (DD 681), and guided missile frigate *Coontz* (DLC

9), also returned to San Diego.

Direct contact with the enemy was also experienced by *Coontz* when she and another frigate rescued 19 North Vietnamese sailors whose PT boats were sunk by naval aircraft. At one time, *Rogers* spent five days pounding VC positions with five-inch shells. *Hopewell* rotated between carrier screening stations and gunfire support assignments.

- Submarine *uss Bugara* (SS 331), to San Diego.

International relations highlighted *Bugara's* eight-month Pacific cruise when she traveled down under for the Coral Sea celebrations in Australia.

- Amphibious Squadron Six, consisting of *uss Cambria* (APA 36), *Sandoval* (APA 194), *Walworth County* (LST 1164), *Oglethorpe* (AKA 100), *Shadwell* (LSD 15), and *Casa Grande* (LSD 13), to Norfolk.

The squadron carried 1400 Marines from Camp Lejeune who joined allied forces for amphibious exercises during the five months in the Mediterranean.

## Welcome Home, Daddy!

As more and more warships head for Southeast Asian waters each week, the ships they relieve steam for home and a rousing welcome. Their records of miles steamed, fuel used, and ordnance expended, have been impressive.

Three attack aircraft carriers have come back home—*uss Kitty Hawk* (CVA 63) and *Ticonderoga* (CVA 14) to San Diego, and *Enterprise* (CVAN 65) to her new home port, Alameda, Calif.

*Kitty Hawk* was relieved in WestPac by *uss Constellation* (CVA 64), after eight months on the line. During 180 days at sea, *Kitty Hawk* traveled 66,270.6 miles, drank over 21 million gallons of fuel.

She rendezvoused with ammunition ships 53 times at sea to take aboard an average of 183.75 tons of ordnance each time. Her planes made good use of it in 9223 strike sorties and 1485 sorties in support of ground operations.

According to the crew of *Ticonderoga*, she has spent more total time in the Vietnam combat zone than any other carrier, having just completed a seven and one-half month cruise.

She tallied 10,122 combat sorties in 115 days on the line, and delivered over 8000 tons of explosives. She steamed more than 72,000 miles in 179 days at sea, used over 12 million gallons of oil, and made more than 200 underway replenishments. *Ticonderoga* was relieved by *USS Intrepid* (CVS 11). The CVS designation is, of course, a misnomer. *Intrepid* has returned temporarily to her old job as an attack carrier, but hasn't changed her prefix.

The nuclear carrier *uss Enterprise* (CVAN 65) returned to the States after six months in WestPac, and she brought an outstanding combat record with her. The *Big E's* air wing flew a record-breaking 177 combat sorties in one day, and a total of 13,090 combat sorties during her deployment.

*uss Oriskany* (CVA 34) has taken her place in WestPac.

The city of San Diego has been the site of quite a few welcome-home hugs lately, and the crews of six amphibious ships have been enthusiastic participants.

The dock landing ship *uss Cata-mount* (LSD 17) returned after

## New Wave Director

Captain Rita Lenihan has succeeded Captain Viola B. Sanders as Director of the Waves.

CAPT Lenihan assumed her new rank and her duties as the seventh Director of the Waves on 1 September, upon the retirement of CAPT Sanders. Before she was named Director, CAPT Lenihan was assigned to the staff of the Naval War College at Newport, R.I. CAPT Sanders had been Director since 1 Sep 1962.

A native of Monroe, N.Y., CAPT Lenihan was graduated from the College of St Elizabeth in Morristown, N.J. She was appointed an ensign in June 1943, and was assigned to the Bureau of Naval Personnel for her first tour of active duty.

In subsequent assignments, she served in London, England, the then Potomac River Naval Command, the Naval Women Officer's School at Newport and, in 1959, she returned to the Bureau of Naval Personnel. In 1961 she was appointed Deputy Director of the Waves, and in 1963 she was assigned to the staff of the Naval War College.

CAPT Sanders was born in Sidon, Miss., and received her bachelor of science degree from Delta State

College in Cleveland, Miss. She entered Midshipman's School at Smith College, Northampton, Mass., in 1943.

She served in various communications assignments until 1948, when she was transferred to the Naval Training Center, Great Lakes, Ill. She later served at Bainbridge, Md., and in Yokosuka, Japan.

In 1958 she became Deputy to the Director of the Waves and later became Director of Naval Personnel, Fifth Naval District. She remained there until her appointment as Director of the Waves.



HAIL AND FAREWELL—CAPT Rita Lenihan (l) has taken post as Director of Waves, succeeding CAPT Viola B. Sanders (r), who retired from Navy.





**SMILE! YOU'RE ON COMBAT CAMERA!**—Photographer's mate from Fleet Combat Camera Group shoots scenes in carrier's control approach room. *Right:* Part of Combat Camera's work is recording Marine amphibious assault drills.

eight months in WestPac. She logged more than 30,000 miles, took part in Operation Double Eagle, and carried equipment and troops to Vietnam. Her cargo included missiles, trucks, tanks, as well as *Swift* boats.

Also returning were *uss Polk County* (LST 1084), *Tioga County* (LST 1158), *Weiss* (APD 135), *Eldorado* (AGC 11), and *Skagit* (AKA 105).

The guided missile heavy cruiser *uss Canberra* (CAG 2) was another San Diego-based returnee. In her four-month WestPac cruise, she fired naval gunfire support missions, knocking out over 75 enemy structures. She fired over 1000 rounds in gun fire support from her eight-inch guns, the largest currently active in the Fleet.

The seaplane tender *uss Pine Island* (AV 12) traveled more than 30,000 miles during her nine-month deployment from San Diego. Her main job was operating a seadrome in Cam Ranh Bay in support of SP-5B *Marlins* involved in antisubmarine patrol and junk surveillance. As usual, *Salisbury Sound* (AV 13) relieved her. The two seaplane tenders take turns relieving each other from their respective tours with WestPac.

The ammunition ship *uss Wrangell* (AE 12) returned to Charleston, S.C., after nine months in the Far East. She supplied combatants with ammunition at sea 75 times, and handled nearly 7500 tons of ordnance.

*Wrangell* was underway 199 days out of the 269 she spent in WestPac.

### Combat Cameramen Again

Want to buy a Pacific Fleet Mobile Photographic Unit shoulder patch? They're cheap. The Fleet Photo Unit in the Pacific has gone out of business.

However, the PacFlt Combat Camera Group is back in action. The name has changed but the photographers in Vietnam didn't miss a shot.

During World War II, when they were busy recording the major landings and naval engagements in both the European and Pacific theatres of war, the Navy's photographic units were called Combat Camera Groups.

During the years following the war, the units were disbanded. Then, in 1950, when North Korean forces invaded South Korea many Navy photographers were again assigned to Combat Camera Groups. In 1959 the title was changed to Mobile Photographic Unit—a name more descriptive of its peacetime mission.

The Vietnam crisis has put the PacFlt organization back into combat status.

Few major operations in the South China Sea area are missed by the glassy eyes of the combat unit. Recent missions have brought back film coverage of events ranging from launching of air strikes to the treatment of sick Vietnamese villagers by off-duty doctors and nurses.

Combat cameramen have flown with Navy aircraft on strike missions and accompanied the junk force boats and river assault groups on patrols in South Vietnam.

Many of the combat cameramen are graduates of a Navy-sponsored one-year course in cinematography at a university in southern California. Others are graduates of a Navy-sponsored year of study in photojournalism at Syracuse University. Many go on to receive special training, such as deep-sea divers' school or an aircrewman's course.

The Pacific Fleet group consists of 38 photographers and three journalists. They are homebased at North Island in San Diego, but most of their time is spent in Vietnam or aboard ships in South China Sea.

### LTJG Adams and Sam

Lieutenant (jg) Robert F. Adams has found *Sam* somewhat of a bully.

Twice this past year, the 25-year-old fighter pilot was knocked out of the sky over North Vietnam, but he hasn't given up the fight.

His first encounter with the belligerent *Sam* (surface-to-air missile) was last October.

During a support mission near Haiphong, LTJG Adams' plane was hit. Though wounded, he headed for the Gulf of Tonkin where he ejected over the sea. His aircraft exploded in a ball of fire. He was rescued and later awarded the Purple Heart.

At that time, the Minneapolis flier was believed to be the first pilot in Vietnam to have survived a hit by a *Sam* missile.

Nine months later he was flying an F8E *Crusader* jet with Fighter Squadron 162 from the carrier *uss Oriskany* (CVA 34). His mission carried him over the same enemy



IT'S LIKE THIS—Swift Boat division commander discusses Operation Market Time with Secretary of the Navy Paul H. Nitze and his party at Cam Ranh Bay.

territory against an oil storage depot. Below him the *Sam* sites began firing and he was unable to avoid being hit.

"My wingman reported a fire coming from my tailpipe and said to

head for the water," Adams explained.

But the fire spread too rapidly, causing the pilot to change course toward a desolate mountainous

region to steer clear of nearby villages.

The flaming *Crusader* swept toward the mountains at nearly 400 knots, losing altitude swiftly.

"I had one hand on the stick, the other on the face curtain so that in case the aircraft exploded I would already be in position," Adams recalled. "I came in at eye level with the mountain peak and ejected at about 400 or 500 feet."

As the chute opened, the jet crashed in flames into the mountain while LTJG Adams landed uninjured on the heavily wooded slope.

Soon afterward, he heard a loud-speaker blaring from a village close by and sought further seclusion on higher ground. In the meantime, he radioed his position to fellow pilots circling overhead.

The aircraft above kept a vigil over the downed pilot until a rescue helicopter arrived. It lifted him up through the trees to safety, carrying him back to *Oriskany*.

The returning pilot was accorded a hero's welcome. In return, as a measure of appreciation, LTJG Adams gave his rescuers the only North Vietnam souvenirs he was able to come by—four leaves from a small tree.

You can wager there is one Navy pilot who's ready, willing and eager for a rematch with *Sam*.

### Big 'E' Stops Traffic

The welcome home was big enough even for *uss Enterprise* (CVAN 65). As the nuclear carrier entered San Francisco Bay on her way to her new home port at Naval Air Station Alameda, enthusiasts lined the Golden Gate Bridge to cheer her on.

Traffic reportedly backed up 12 miles from the bridge as drivers slowed to get a look at the biggest warship afloat. A flotilla of cabin cruisers, fire boats, and other small craft provided an escort.

The mayors of San Francisco, Oakland, and Alameda had proclaimed the day *Enterprise* day, and the hearty welcome was compared to the one received by the cruiser *San Francisco* when she returned home from World War II.

Welcoming messages included a 125-foot banner on the Golden Gate Bridge, an airborne streamer towed by Navy aircraft and, best of all, a variety of banners and posters identifying families on the pier.

*Enterprise* left Norfolk last October, for duty with the Seventh Fleet off the coast of Vietnam. The combat records began falling

soon after her arrival off Vietnam.

Pilots from Air Wing Nine, in six months of combat flying, flew 13,020 sorties, a record for a single deployment. Other records established include the greatest number of combat sorties in one day (177), and the largest total number of sorties in one day (211).

Other statistics are equally impressive. *Enterprise* aircraft delivered 8966 tons of ordnance during the cruise, and made 18,142 arrested landings on her deck.

Of a total 201 days at sea, *Enterprise* spent 130 of them on the line. The total number of days spent in port was 37, and largest number of consecutive days at sea reached 50.

Air Wing Nine pilots returned from the combat zone with a bucketful of decorations, including 36 Distinguished Flying Crosses, 23 Naval Commendation Medals, and two Purple Hearts. In addition, *Enterprise* has recommended two Silver Star Medals and 1330 Air Medals for the Air Wing's pilots.

*Enterprise*, in her first combat, earned her nickname—the Big E.

### New Construction

The amphibious force dominated recent new ship activity with two (LPD) transport dock vessels launched and an (LPH) assault ship commissioned.

A patrol motor gunboat also joined the Fleet while an oceanographic research ship was launched and the keel of a new ammunition ship was laid.

*uss Tripoli* (LPH 10), commissioned at Philadelphia, is the second ship to commemorate the historic Marine engagement of 1805. Unlike her predecessor, an escort carrier of WW II, *Tripoli* is designed to embark, transport and land troops and their equipment by helicopter.

The two amphibious transport dock vessels launched are *Coronado* (LPD 11) on 30 Jul 1966 at Seattle, and *Dubuque* (LPD 8) on 6 Aug 1966 at Pascagoula, Miss.

These LPDs (named after explorers of America and for the cities named after explorers) are 570 feet long and displace 16,900 tons. They



will carry troops and equipment and are designed to operate transport helicopters, together with landing craft. *Dubuque* is scheduled for commissioning in June 1967, *Coronado* four months later.

Commissioned as a patrol motor gunboat at Tacoma, Wash., 6 Aug 1966, was *uss Asheville* (PGM 84). She is powered by a gas turbine/diesel engine and carries one three-inch/50-caliber mount, one 40mm gun and two 50-caliber machine guns atop her 165-foot deck.

USNS *John R. Bartlett* (AGOR 18), launched at Portland, Ore., was named for Rear Admiral Bartlett, noted scientist in hydrographic and oceanographic survey work. The research ship will be controlled by MSTs and carry a Civil Service marine crew.

Off the drawing board and into construction at Quincy, Mass., is a new ammunition ship, *Butte* (AE 27). This new member of the Service Force family is being equipped with automatic shuttle-transfer systems that will permit her to transfer simultaneously to two ships alongside. She will also carry helicopters for distant deliveries.

The 564-foot ship, named for Butte, Mont., will displace 17,940 tons and carry a crew of 400. *Butte* is expected to join the Fleet early in 1968. Her predecessor, a WW II attack transport, served as a target for atomic bomb tests.

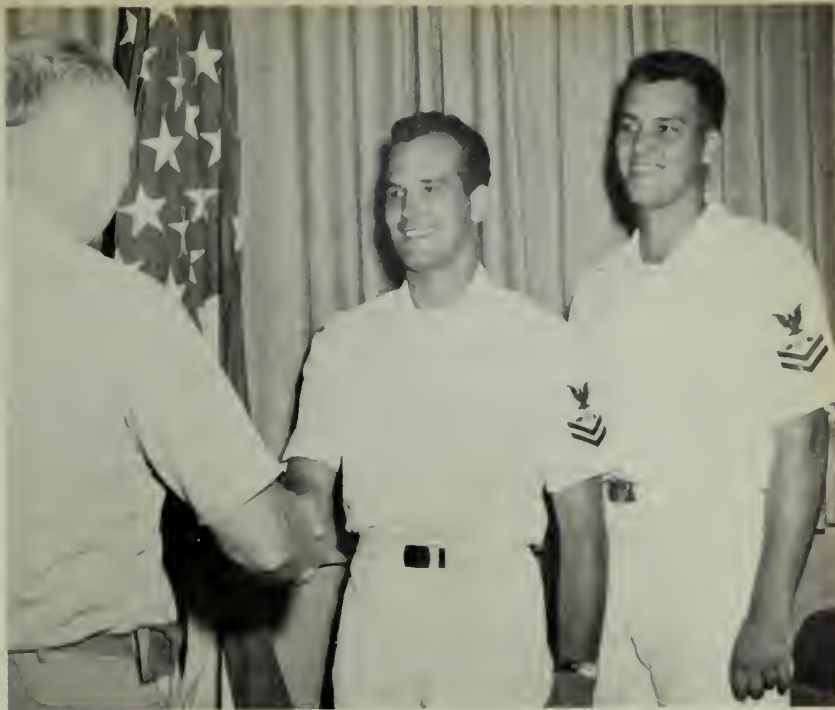
### Deep Diving Submarines

Two deep-diving research and work submarines will be built for the U.S. Navy's Atlantic Undersea Test and Evaluation Center and for the Office of Naval Research under a contract awarded by the Naval Ship Systems Command.

They will be known as *Autec I* and *Alvin II*.

The identical two-man craft will have a depth capability of 6500 feet and an underwater endurance of eight hours. They will be constructed and equipped in a manner that will enable them to perform a wide variety of underwater assignments for the Center.

Each of the 25-foot-long vessels will be equipped with two manipulators, or mechanical arms, that will enable the craft to perform underwater work. Other equipment will include lights and closed circuit television system, cameras, obstacle avoidance sonar, a fathometer and



SHORT SECONDS—G. E. Adkins and H. C. Leeper receive skipper's congratulations on fast climb to E-5. They made AT2 in 30 and 36 months, respectively.

redundant underwater communications systems.

Electrically driven side pods will enable the submarines to thrust forward or hover. A lead acid battery will provide prime power for each vessel's electrohydraulic propulsion system.

The two submarines will be constructed of HY-100 steel, an advanced version of the steel used in today's nuclear-powered military submarines. The pressure spheres in which the crews are stationed will be detachable from the vessels' ballast weights, batteries, and manipulators for safety purposes. Dropping this weight would enable the spheres to rise to the surface through their own buoyancy.

The two vessels are scheduled for completion in about 18 months.

Recently a pair of two-man submersibles *Star II* and *Star III*, were launched by the contracting shipbuilder in its own undersea technology programs. The same contractor is now designing and building *NR-1*, the first nuclear-powered research submarine, for the Navy.

In addition, *Asherah*, a two-man archaeological research vessel, has been built for the University of Pennsylvania, and *Aluminaut*, an all-aluminum vessel designed to dive to 15,000 feet, has been constructed for industrial research and use.

### Hot Time at Miramar

New and better firefighting equipment, chemicals and techniques have always been high on the Navy's list of desirable improvements. Those in charge of such innovations have recently met with some spectacular successes.

To prove the point, a group of engineers from the Naval Research Laboratory in Washington, D.C., arranged for a series of evaluations to be conducted at NAS Miramar, Calif. After two weeks of testing, the time was ripe for the grand finale.

A 150-foot square diked area was prepared, and into it was pumped 10,000 gallons of JP-5 jet fuel. While everyone stood clear, the liquid was ignited. The resulting pillar of black smoke and flames could be seen for miles.

Within three minutes the fire was under control.

Those responsible for the quick work: Seven firemen from the air station's fire department who used a newly developed extinguishing agent, a Light Water foam which seals off the surface of fuel fires and cuts off the oxygen supply.

Three firefighting trucks were used. One was an experimental jet-powered vehicle currently undergoing evaluation at Miramar.



**SURVEYED** picket boat was reworked into fishing boat by *USS Yellowstone*.

### ***Bluejacket I* Joins Flotilla**

Seafaring sport fishermen of Charleston's destroyer forces enjoy an air of prestige, thanks to the ingenuity of crew members of *USS Yellowstone* (AD 27).

They have their own "deluxe" fishing boat, christened *Bluejacket I*. The deluxe effect is derived from a combination of surveyed equipment and scrap items, plus voluntary time, enthusiasm and a sizable sprinkling of the forementioned ingenuity.

Described as "fit for a (sea)king," the inboard craft was converted from a surveyed picket boat provided by Cruiser-Destroyer Flotilla Six.

The work was accomplished by members of the crew who volunteered their time during off duty

hours while the tender was in her home port of Mayport, Fla.

The completed craft was transported back to Charleston. An example of tender-can-do.

### **Peripatetic Shipyard**

It was midday when the seven-vehicle convoy rolled out of Saigon, heading southwest. The destination was Long Xuyen, a community of 3000 located about 75 miles inland on the Bassac River.

There were 12 Navymen in the convoy, plus enough supplies to help set them up in the shipyard business. Long Xuyen (pronounced Long Zwin) was to become a repair and support base for a group of U.S. Navy river patrol boats.

The supplies included small arms and two 30-caliber machine guns.

Although Long Xuyen is in a pacified zone it is still subjected to occasional harassment by the Viet Cong. Other supplies included fuel, food and general housekeeping gear.

The convoy arrived on schedule and without incident. A few days later it was reinforced by more than 20 men and resupplied with food and construction material.

Most of the construction equipment and other paraphernalia was brought overland from the support base at Can Tho, some 40 miles distant. New arrivals and small amounts of additional supplies were flown into an airfield about three miles from Long Xuyen. In the future, material will also move by water.

The river boat facility is situated within the town on land once used by the Vietnamese Army. A pontoon pier and boat ramp were built and several old buildings were renovated for use as warehouses. The Navy leased a nearby hotel for the boat crews' living quarters.

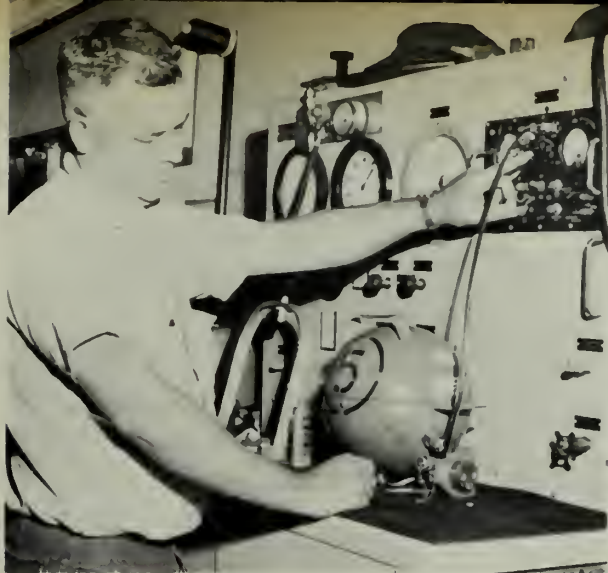
When completed, the Long Xuyen facility will support a group of river patrol boats (PBRs). The boats will maintain control of the waterway, preventing its use as a Viet Cong supply route.

Most men at the PBR base are experts on the operation and repair of the PBRs. Lieutenant Paul E. Greene, who came to the site with the original convoy, is in charge of the detachment. Senior Chief Storekeeper Joe Knight is second in command.

**BIRTHDAY PORTRAIT**—Naval Air Transport Squadron Three (VR-3) marked 24th birthday with picnic and the above portrait photo of 131 of its men. An additional 20 crews were on missions. VR-3 serves Military Airlift Command.







THE TEST—J. W. Inzer, PR1, checks oxygen equipment. Rt: Loft men are instructed by J. H. Blankenship, PRC.

**'PR' STANDS FOR:**

## Aircrew Survival Equipmentman

IN THE MIDDLE AGES when men like Leonardo Da Vinci dreamed of soaring into the heights in a flying machine the problem of what to do in case their machine failed was also considered.

Da Vinci, in his foresight, saw the need for a safe, sure method of descending to the earth in case of mechanical trouble and developed the forerunner of today's parachute.

Through the years the parachute has changed considerably from this Italian inventor's flimsy, box-shaped design and has become an instrument of survival in the Navy's air arm as well as a means of recreation to many.

At the Naval Auxiliary Air Station, Meridian, Miss., hundreds of new pilots are trained each year for duty with the Fleet's jet powered air force. To the 12 aircrew survival equipmentmen (formerly parachute riggers) of the station's Parachute Loft, safety and survival are synonymous in their daily job.

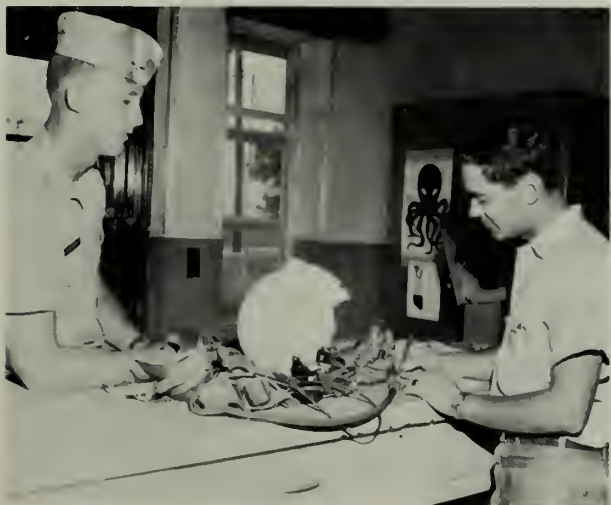
Every month the men of the Parachute Loft supply

Training Squadrons Seven and Nine with 150 parachutes for training flights in the T-2A *Buckeye*. The T-2A is the single engine jet used at the Meridian station to train naval aviators of the future. The parachutes in the aircraft are the ejection-seat type and are equipped with survival gear for over-water flight. The kits are equipped with a small life raft, flares, nylon line, a signal mirror, a seawater still, water storage bag, a poncho and dye markers.

In addition to the packing for jet flights the Parachute Loft also maintains chest-type parachutes for use in prop-type aircraft and helicopters that are flown by station personnel. All flight clothing for students and oxygen equipment for use in jet trainers are issued from the Parachute Loft.

Each parachute is inspected for damage and repacked every 91 days by the Parachute Loft crew whether used or not. Every chute is aired and dried in the huge drying tower to prevent mildew during storage before being readied for service again.

WELL EQUIPPED—Flight gear is issued by D. R. Hubbard, PR3. Rt: E. P. Wall, PR1, and E. R. Clark, PR3, make repairs.



# Mermen Excel in Fresh Water Too

**N**O ALL-NAVY Swimming Championship was held this year, but the resulting East and West Coast meets lost little of the competitive excitement, as two new records were set and several more assaulted.

Here's how it went in the two contests:

## East Coast

Harry Wickens, Tom Scanlon and Bill Bishop, all swimming for COMPHIBLANT, boosted the perennial favorites to a 33-point victory over second-place Great Lakes in the East Coast championships, as the Gators won seven of the nine events.

Though only one Great Lakes swimmer won an event, the Lakers scored enough total points to surpass third-place ComOne.

The meet was held at NAS Quonset Point, R. I.

Wickens led the Gator charge by winning three events and figuring in two team wins. In the first final event of the meet, the 400-meter individual medley, Wickens covered the distance in 5:57.6.

Teammate Bishop placed second in 6:05.3, barely ahead of Francis Fox of Great Lakes, who was also clocked in at 6:05.3.

Fox and Larry Twomey, also of Great Lakes, picked up the first two positions in the 100-meter freestyle event, which turned out to be the closest race of the meet. Fox won in 1:02.5, just a fingernail ahead of Twomey, who was clocked at 1:02.6. In third place, at 1:02.9, was Scanlon, followed by Ronald Yeaw, COMPHIBLANT, at 1:04.6.

In the 200-meter breaststroke, Tom Scanlon picked up his first win

with a time of 3:03.6.

Wickens followed suit with another Gator win in the 200-meter backstroke, nearly five seconds ahead of Jon Russell, ComOne.

Bill Bishop bucked his way through the 200-meter butterfly for a third straight COMPHIBLANT gold medal, an easy 16 seconds in front of Larry Twomey.

In the only diving event of the meet, Dick Bouchee scored 340.65 points from the meter-board to give ComOne its only win. Marshall Weir, COMPHIBLANT, was second with 320.60 points.

After the divers had cleared the pool, COMPHIBLANT took over again and won the last three events. The Gator "A" Team of Yeaw, Bishop, Scanlon and Wickens turned in a time of 4:18.5 to beat the Great Lakes "A" Team by just under four seconds in the 400-meter freestyle relay.

Wickens then won his third individual title with an easy time of 5:07.5 in the 400-meter freestyle, nearly half a minute off his All-Navy record time of last year. Scanlon and Bishop added more points to the Gator score with second and third place finishes in the event.

In the last race, the 400-meter medley relay, the COMPHIBLANT swimmers demonstrated that their prowess as shown in the individual events was even greater when used collectively. Wickens, who won the backstroke, started the race for the Gators. He was followed by Scanlon, the breaststroke winner; Bishop, the butterfly champion; and Yeaw, who led off for the Gators in the freestyle relay. Their 4:52.3 swim was more

than 17 seconds faster than second-place ComOne.

And it was a fitting way for the champs to end the meet they dominated.

## West Coast

The West Coast championships were an all-out rout, with—you guessed it—the Com 11 swimmers, liberally salted with NTC San Diego men, on top. The Com 11 crew set two All-Navy records, won 10 of the 11 events and compiled a phenomenal score of 172 points in the NAS Miramar pool.

Com 14 won second-place honors with 19 points. Com 12 was a close third with 17.

In the 400-meter medley relay, commonly thought of as the "Big Race," the Com 11 "A" Team made it even bigger by chopping two and a half seconds off the old All-Navy record, lowering it to 4:36.7. The record-setters included Jim Massan, Commander Ransom J. Arthur (who doubled as Com 11 coach), Mike Troy and Bill Thurman.

The Com 11 tankers gave a good show of strength in the record event, as the "B" Team finished second, followed by the "C" Team.

The old mark of 4:39.2 was set last year by the South Atlantic team.

Massan, one of CDR Arthur's boy wonders from NTC San Diego, climaxed his season's work with a new All-Navy record in the backstroke. His time of 2:28.4 was over six seconds below the record set by Lieutenant (jg) Phil Mayher last year.

Massan was bolstered by teammates Farwell, Greg Herrick and Tim Ward, who finished in that order.

Individual scoring in the meet was balanced—just about everyone on the Com 11 team won something. And the strong Com 11 swimmers placed 1-2-3 in five events, as they paced each other toward fast times.

Bill Thurman, a constructionman from Port Hueneme, was another individual star for Com 11. Like Harry Wickens on the East Coast, Thurman won three individual titles and contributed to two more victories as anchor man in team events.

Thurman chalked up a win in the 100-meter freestyle with a time of :59.7, within two seconds of the

## Here Are the Winners in East and West Coast Swimming

| Event                       | East Winner           | Time   | West Winner            | Time    | Record  |
|-----------------------------|-----------------------|--------|------------------------|---------|---------|
| 100-Meter Freestyle         | Fax                   | 1:02.5 | Thurman                | :59.7   | :57.8   |
| 200-Meter Backstroke        | Wickens               | 2:40.8 | *Massan                | 2:28.4  | 2:34.7  |
| 200-Meter Breaststroke      | Scanlon               | 3:03.6 | Naylor                 | 2:55.0  | 2:52.0  |
| 200-Meter Butterfly         | Bishop                | 2:49.1 | Troy                   | 2:38.4  | 2:36.9  |
| 400-Meter Freestyle         | Wickens               | 5:07.5 | Thurman                | 4:56.7  | 4:42.0  |
| 400-Meter Freestyle Relay   | ComPhiblant           | 4:18.5 | Com 11 "A" Team        | 4:05.5  | 4:01.6  |
| 400-Meter Individual Medley | Wickens               | 5:57.6 | Schuchman              | 5:48.0  | 5:33.3  |
| 400-Meter Medley Relay      | ComPhiblant           | 4:52.3 | *Com 11 "A" Team       | 4:36.7  | 4:39.2  |
| 1500-Meter Freestyle        | **                    |        | Thurman                | 20:10.5 | 19:25.6 |
| One-Meter Diving            | Bouchee (340.65 Pts.) |        | Quintana (380.20 Pts.) |         | -----   |
| Three-Meter Diving          | **                    |        | Quintana (388.96 Pts.) |         | -----   |

\* Denotes new All-Navy Record

\*\* Na comparable event held in East Coast competition



All-Navy record. He was followed to the finish by Bruce Von Borstell, Richard Farwell and Al Hubbard, all of Com 11.

In the 400-meter freestyle, Thurman beat teammate Don Schuchman to the final wall with a time of 4:56.7. Volker Erbe, Com 12, finished third.

Thurman also won a gold medal in the grueling 1500-meter freestyle, again beating former All-Navy champ Schnichman and Teammate Jim Massan. Thurman was clocked in 20:10.5.

Lieutenant (jg) Frank Naylor, swimming for Com 14, broke the Com 11 monopoly long enough to win the 200-meter breaststroke in 2:55.0, just three seconds off the existing record. Thomas Marazzi, also of Com 14, finished second.

In the diving competition, the first four finishers kept their respective places in both one-and three-meter events. J. Quintana, Com 11, clearly outclassed his opponents, amassing 380.30 points from the meter-board. In second place, with 296.10 points, was Michael DeHart, of Com 12. Ray Lockhart and Ron Sledge, both of Com 11, finished third and fourth.

Quintana and DeHart were just as consistent in the three-meter event. Quintana sliced gracefully into the water for 388.95 points and another gold medal. DeHart placed second with 294.80 points.

Mike Troy missed the All-Navy record by a second and a half as he turned in a time of 2:38.4 in the 200-meter butterfly to add more points to Com 11's mounting pile. Marazzi was second for Com 14 and Phil Cordon, Com 11, was third.

Former All-Navy record-holder Don Schuchman led still another Com 11 attack by winning the 400-meter individual medley. Teammates Mike Troy and Phil Cordon finished second and third, respectively, giving CDR Arthur's tankers a clean sweep in the event.

The you-know-whos performed another alphabetical win in the 400-meter freestyle relay, with the "A" Team winning in 4:05.5, less than four seconds away from a new record. The "B" and "C" Teams finished in that order, followed by the Com 12 "A" Team.

For the Com 11 tankers, the sun was bright over the smooth waters of the Miramar pool. But for the other teams, the weather was overcast and the water choppy.

—Kelly Gilbert, JO2, USN

## FROM THE SIDELINES

**A** LITTLE over a year ago, the go-kart club at NAAS Chase Field, Texas, was given a parcel of land on which to build a go-kart track. Great for off-duty recreation. The coming thing, and all that.

So the boys went to work. Armed with an abundance of enthusiasm they set out to conquer all sorts of obstacles.

Once the track was laid out, the land had to be cleared. This was accomplished by dragging a homemade scraper and a length of chain around and around the course. Squadron tow tractors were loaned for the project.

At last a path could be seen through the weeds, and the

military sailing associations.

NJSC hopes to make the regatta an annual event.

★ ★ ★

Sailing can be a very enjoyable pastime, with a little effort. Many stateside naval stations—and a few overseas bases—have sailing clubs where you can learn the ancient tricks of the trade.

What could be more natural for sailors?

★ ★ ★

The mention of archery may evoke thoughts of William Tell and Robin Hood in most people, but a group of Navy-men at Memphis see it differently. They tell us the sport will soon receive international



racing started. Eventually the dusty track was transformed into a good dirt track. And the racing went on.

Until someone pointed out that the track was inside the safety perimeter of the ammunition magazine.

So, after finding another usable area of the base, our undaunted heroes went to work on another track. They are an industrious lot, and they proved it—again.

★ ★ ★

While we're on the subject of starting things, plans are in the offing for a Navy Day Regatta by the Navy Jacksonville Sailing Club, a facility of NAS Jacksonville, Fla.

Trophies will be given to individual class winners in the three-race series. Competition is open to the general public as well as to armed forces personnel, and entries are expected from local Florida, Georgia and Alabama sailing clubs in addition to several

recognition when it becomes an Olympic event in 1972.

The Fying Bowmen, a group of archers at NAS Memphis, is now about 60 strong. For their off-duty recreation, they have two outdoor ranges on the base. One of them is a 14-target range that meets all the standards of the National Field Archery Association.

In addition to two or three club shoots a month, the Flying Bowmen also act as hosts to an annual area tournament which draws about 100 archers from the Tennessee-Mississippi-Arkansas area.

Chief Aviation Electronics Technician Tom Page is president of the club. Page sports a natural zeal for the club and its activities—so much so that he sold his golf clubs and has cut down on his bowling.

With that kind of action going for them, maybe archery will hit the All-Navy ranks someday.

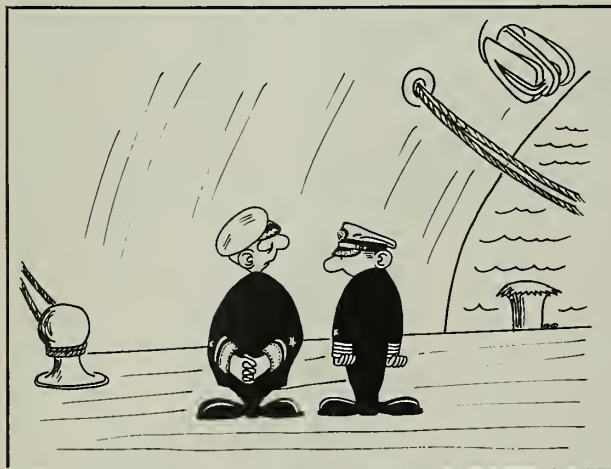
—Kelly Gilbert, JO2, USN



"... But ... doesn't he know ... the Good Guys wear white hats?"

THIRD

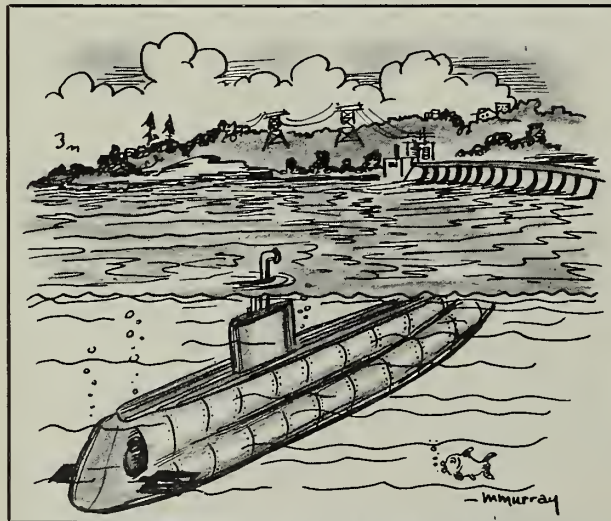
Joel B. Little, AC2, USN



"Do any instructions come with it?"

FOURTH

LT Melville C. Murray, SC, USNR



"Torpedo the dam, and full speed ahead."



"Are you Victor Charlie?"

## All-Navy Cartoons

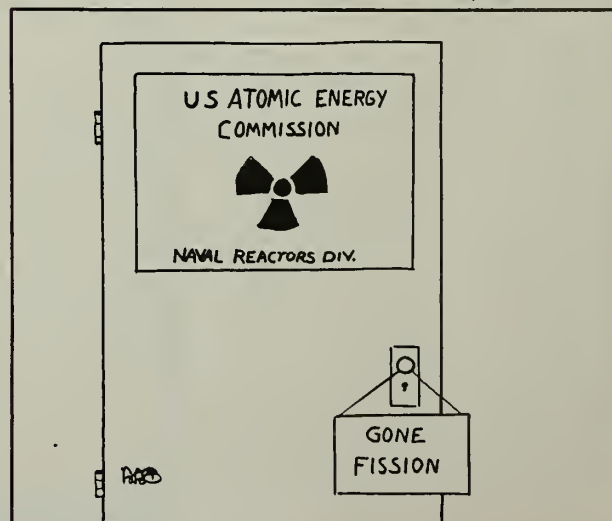
HERE ARE THE winning entries in the 11th All-Navy Cartoon Contest. As in the past, the Bureau of Naval Personnel sponsored the annual competition through its recreational program and, as usual, hundreds of sidesplitters were received from Navymen around the world.

The contest offers active duty naval personnel and their dependents an opportunity to exhibit their talent for cartoon humor. Entries are submitted to BuPers with a signed statement by the cartoonist that, to the best of his knowledge, both the idea and the drawing are his own original work.

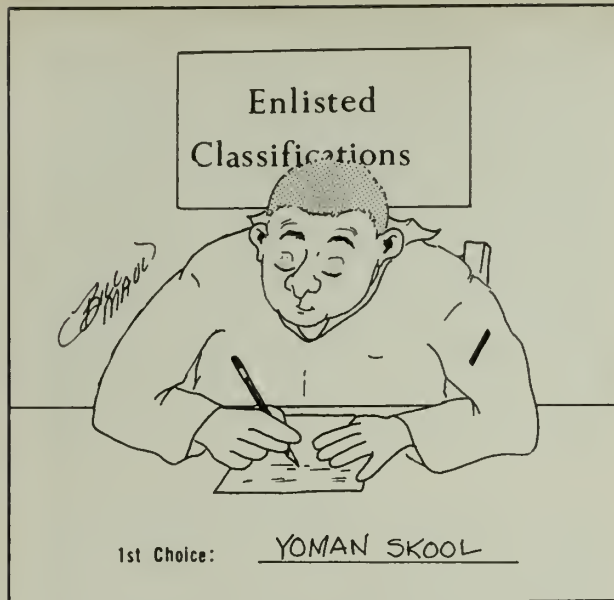
A panel of judges is selected from among active duty naval personnel assigned to the Bureau. After the contest deadline, they meet to review the entries. The panel chairman sets the ground rules for judging.

FIFTH

David G. Gorrawoy, EM1(SS), USN







This year, the five All-Navy judges ranged in rank from commander to seaman apprentice, and each contributed his own concept of the tops in humor. During the first review they narrowed the entries from several hundred down to about 40 finalists, then each judge assigned a point value of from one to 10.

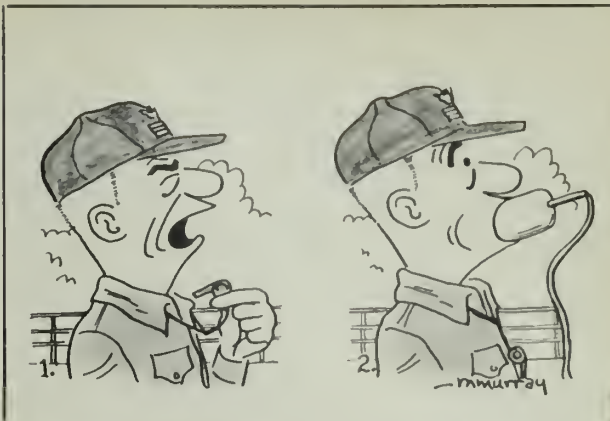
Because some cartoonists are perennially prolific with guffaw sketches of Navy situations, each entrant in this year's contest was limited to one possible place in the winning and honorable mention categories. You'll recognize some familiar names and many new ones.

Entries this year again displayed the Navyman's ability to see the humorous side of almost every situation. Other cartoons submitted for the contest will continue to be run in ALL HANDS during the coming year.

Appropriate All-Navy championship awards, furnished by the Chief of Naval Personnel, will be forwarded to the respective commanding officers for presentation to the winners. Runners-up will receive certificates.



"You . . . oh . . . been o chief for long?"

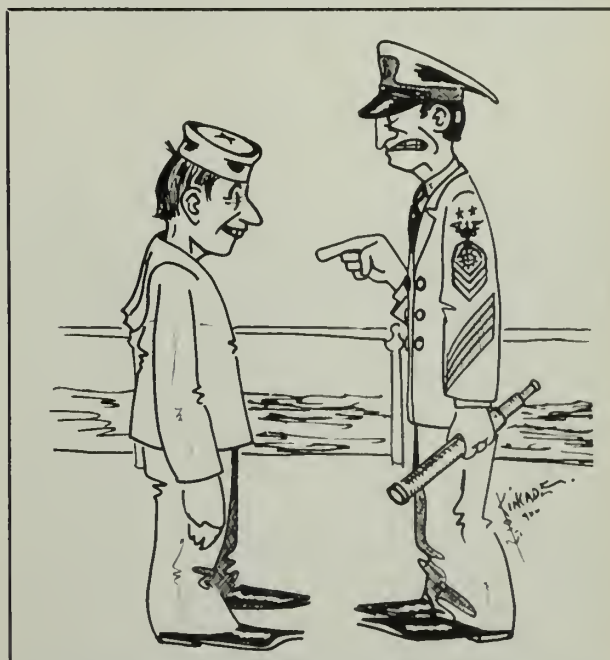


"Stond by for shotline!"

"Shotline secured."



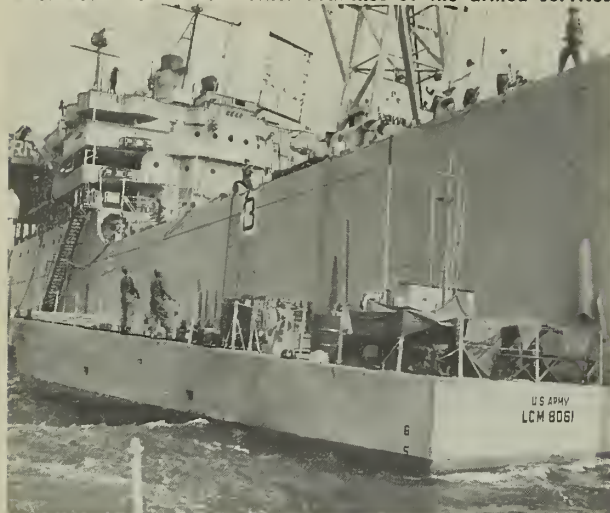
"Sportiest ASW captain I've ever met."



"And when the captain is around, you coll me Chief, not Master, understand?"

# SERVICESCOPE

Brief news items about other branches of the armed services.



**ARMY STEVEDORES** load supplies aboard Navy ship as part of training stint with Atlantic Fleet amphibious ships.

SOLDIERS LEARNING to be stevedores have been using Navy amphibious ships for training in a joint project of the Army Transportation Center at Fort Eustis, Va., and the Atlantic Fleet Amphibious Force.

Nearly 1000 soldiers have already received training aboard four ships in the infant program, which was expected to last for several weeks.

With Navy experts demonstrating techniques and standing by to help when needed, the groups of soldiers spend five days learning to move cargo from shore to ship and back to shore. They use landing craft and Army LARCs to load one ship, then move to another ship and take its cargo ashore.

The soldier-stevedores work in two sessions, trading shifts so all of them will get both night and day experience. Surprise "attacks" and field problems add to the curriculum.

All of the Army participants have received four weeks of transportation and stevedore training before they

reach the ships, which gives them the advantage of knowing some of the problems involved in cargo handling before they begin work with the Navymen.

According to Senior Chief Boatswain's Mate R. J. Abby, who has helped train the groups aboard one ship, this pre-training has also helped his men become more safety conscious while they polish their own skills.

After the shipboard training, the soldiers become members of transportation units sometimes charged with shipping military cargo to all points of the globe.

The four ships involved in the training are *USS Rankin* (AKA 103), *Yancey* (AKA 93), *Algol* (AKA 54) and *Uvalde* (AKA 88). Two others, *Arneb* (AKA 56) and *Vermilion* (AKA 107) are scheduled to participate in the interservice project.

★ ★ ★

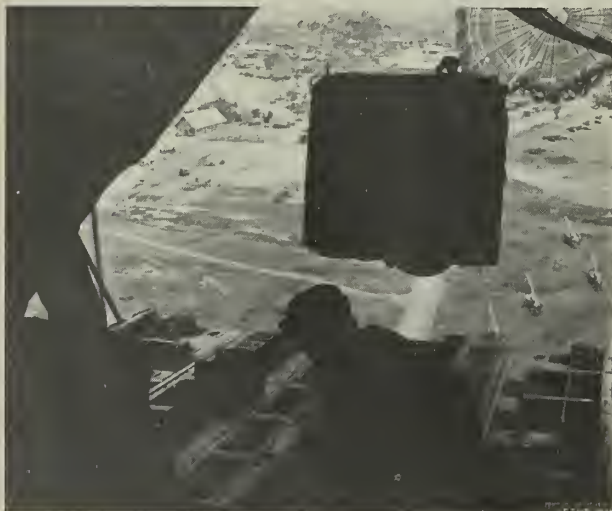
A NEW LORAN C NETWORK has been added to the Coast Guard's worldwide air-sea navigation aid system. The new Southeast Asia Network will give highly accurate navigational information to aircraft and shipping operating in the Vietnam area.

Sattahip, Thailand, 80 miles southeast of Bangkok is the site for the master station. There are also two subsidiary or "slave stations," one at Lampang in north central Thailand near the Burma border and the other on Con Son Island, about 50 miles off the southern tip of Vietnam. All stations will be manned by Coastguardsmen.

The basic principle of Loran is as follows: The master station transmits groups of pulses which are disseminated in all directions. The slave stations receive the master pulse groups and transmit similar groups of pulses which are accurately synchronized with the signals received from the master station. The constant time differences between the reception of the master pulses and the corresponding slave pulses establish the Loran line-of-position. Loran C groundwave coverage extends to approximately 1200 nautical miles.

The Coast Guard now has seven Loran C networks circling the globe: North Atlantic Network, East Coast Network, Norwegian Network, Mediterranean Net-

**LOW DELIVERY**—Cargo is delivered to Army division via Low Altitude Parachute Extraction System (LAPES) by Air Force *Hercules*. Platform-mounted loads are pulled from plane at altitude of five feet in narrow drop zones.





work; North Pacific Network, Central Pacific Network, Northwest Pacific Network, and the new Southeast Asia Network.

★ ★ ★

THE RECENTLY CREATED billet of Sergeant Major of the Army has been filled by William O. Wooldridge. He was selected from nominations by major Army commanders throughout the world.

Sergeant Major Wooldridge will act as senior enlisted advisor to the Chief of Staff and as consultant on problems affecting enlisted personnel. These will include professional education, growth and advancement of noncommissioned officers, morale, training, pay, promotion and other matters.

Sergeant Major Wooldridge will also be available to present the enlisted viewpoint on Department of the Army boards and committees.

Sergeant Major is the title traditionally used to denote the senior enlisted position in United States Army units. There are, in fact, more than 4700 such positions. This, however, is the first time a Sergeant Major of the Army has been designated.

The position is similar to that proposed by the Secretary of the Navy's Task Force on Retention which calls for a Leading Chief Petty Officer of the Navy (LCPO). The task force also recommended establishment of additional billets for senior chiefs in Fleet and type commands and between district staffs to provide a direct dialogue channel between enlisted personnel and the LCPO.

★ ★ ★

TWENTY HC-130H *Hercules* aircraft and 17 HH-3E helicopters are being modified by the Air Force to enable them to link up for air-to-air refueling. Thus the HH-3E, which is used by the Aerospace Rescue and Recovery Service, Military Airlift Command, will have its range (currently about 700 miles) extended several times.

The *Hercules* is the first production aircraft equipped for air-to-air refueling of helicopters, and the HH-3E will be the first helicopter capable of being refueled in flight using conventional refueling methods.

The inflight refueling operation is possible because of the speed of the CH-3C. Since it can fly at speeds up to 140 knots, it can keep up with the tanker, and normal formation flight is possible—that is, with the tanker trailing the hose behind.

When the helo has reached the trailing hose, it can reduce power by one-third that first required to fly formation with the tanker. As it reaches the trailing position, the tanker's airflow literally drags the helo along with it—a phenomenon similar to that of "drafting" in automobile racing.

★ ★ ★

A UNIFORM FOR THE FUTURE is being developed by the Army. It is designed to give combat troops the most protection possible against chemical, biological and radiological agents. It will also protect the wearer against thermal radiation and fragments from high velocity missiles.

The experimental uniform can be worn in all climates. A built-in heat regulating device maintains a desirable



FLEXWING PARACHUTE designed for controlled placement of heavy equipment is tested by Army at Ft. Bragg.

temperature for the wearer regardless of his activity or surrounding climatic conditions.

To keep the combat soldier in thermal balance, conditioned air is circulated within the clothing.

The uniform consists of head gear, shoes and gloves and the integrated heat regulation unit.

The current prototype of the uniform weighs about 37 pounds. However, the weight and bulk probably will be substantially reduced through continuing research.

BUT . . . BUT . . .—Coast Guard team captain protests ruling of Interservice Rifle Championships' official against use of 81mm mortar with .50-cal machine gun riding piggyback. Most entrants in meet used .30-caliber rifles.



SIX U.S. AIR FORCE reconnaissance squadrons which have been based in France are being relocated as a result of French actions relating to the removal of U.S. ground and air forces from that nation.

Three of the six were scheduled to be moved to bases in the United Kingdom, utilizing air bases at Upper Heyford and Alconbury. A fourth squadron will be inactivated, as was previously scheduled.

The other two were brought back to the U.S., with provisions for dual basing in the U.S. and Germany. One has moved to Mountain Home Air Force Base, Idaho, and will be maintained in combat readiness status to deploy to Europe, using alternate facilities at Ramstein, Germany. The other squadron is assigned to Shaw Air Force Base, S.C. Since this squadron has a training assignment which would affect its combat readiness status, another squadron based at Stewart Air Force Base, N.Y., has been committed to NATO. Its forward base is at Sembach, Germany.

The United States has had in Europe nine reconnaissance squadrons, including the six located in France. One of the nine was there temporarily in connection with the introduction of the newer RF 4C aircraft to the U.S. air forces in Europe.

The net result of the relocations from France will be that the United States will meet its commitment of eight reconnaissance squadrons to NATO with six based in Europe and two home-based in the United States with alternate facilities in Europe.

The relocations were scheduled to commence in August and be completed this month.

★ ★ ★

BACK IN THE SUMMER of 1964, the Coast Guard's lightship *Scotland* (WLG 512), stationed off Sandy Hook, N.J., fell victim to automation. She was temporarily replaced by a nine-foot buoy intended as a



GETTING READY—Elements of 1st Cavalry Division set up 105mm howitzers during Vietnam search and destroy ops.

stopgap until something more appropriate could be found.

As was suspected at the time, setting up the nine-footer to replace *Scotland* was like sending a buoy to do a man's job. What was needed—if not a man—was at least a bigger buoy and the Coast Guard is having one built right now.

The new buoy, which will be delivered next summer, will be 40 feet in diameter and weigh 50 tons. Plans call for a 33-foot high superstructure which will contain a 5000-candlepower light visible for 10 miles in clear weather.

The buoy will also have a foghorn which can be heard for two miles and a radio beacon with a 15-mile range.

All this navigation equipment will be powered by propane-fueled engine generators and nickel-cadmium battery banks located in the buoy's hull.

Once in place, the buoy should not require tending until its fuel runs out which should occur after about one year.

The Coast Guard will be able to tell whether its big buoy is working properly by means of a shore-based control and monitoring system.

PROTECTIVE SHROUD falls away from *Titan III-C* rocket to allow for placement of communications satellites in space. Below: Globe-circling satellites were launched into 21,000-nautical-mile orbit by Air Force booster.





# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **NAVY LCPO**—Early this fall the senior and master chief selection boards will nominate five master chief petty officers for the new Leading Chief Petty Officer of the Navy billet. The Chief of Naval Personnel will then choose the Navy's first LCPO from among the five candidates.

Establishment of a Leading Chief Petty Officer billet was recommended by the Secretary of the Navy's Retention Task Force. This recommendation urged the creation of a billet for the LCPO of the Navy and of additional billets for "senior" chiefs in Fleet and type commands and on district staffs.

As additional information becomes available you'll hear about it in **ALL HANDS**.

• **EMERGENCY DATA FORM** — A revision to the form used by Navy personnel which contains information needed in the event of an emergency or death has been issued by the Chief of Naval Personnel.

The changes to the Record of Emergency Data include the addition of spaces for the next of kin or the spouse, the location of a will or other valuable documents, and the religion of the service member.

The space formerly provided for naming a person not to be notified due to ill health has been eliminated. It is felt this latter information, if necessary, can be noted in the "Remarks" section on the reverse side of the form.

The revised form, designated NavPers 601-2 (Rev 11-65) is available for requisition through the Navy Supply System.

• **APPOINTMENTS WITH MAC**—Navy men with overseas orders are cautioned to report to the designated place of embarkation at the stipulated time. When military travel reservation holders fail to report, bottlenecks form at the transportation centers. This has become a problem in recent months.

Men—and their families—who miss their scheduled flight must then await transportation on a standby basis. As was pointed out in BuPers

Notice 4650 of 22 July, port calls (reservations with a specific departure time) are a modification of orders. Failure to report as directed is therefore a violation of orders.

Should extenuating circumstances arise, such as an unforeseen delay in transportation en route to the terminal or an extension of leave, you should communicate directly with the appropriate naval activity (listed in BuPers Inst. 4650.14A). The reservation may then be canceled and a new one assigned.

Men who want to end their leave one or more days before the date of their scheduled departure should report to the naval activity nearest the airlift terminal.

For further information concerning the port call procedures see "Port Call—Here's How You Go Via MSTs and MAC," **ALL HANDS**, June 1966, page two. For specifics contact your local personnel or transportation office.

• **PAY RAISE**—Queries are still being received regarding the 3.2 per cent pay increase signed into law 18 July. This law applies to all Navy and Marine Corps active and Re-

### Updating Shipyards

The Naval Ship Systems Command has taken the first step toward modernization of all naval shipyards.

First phase of the program is a study of the Philadelphia and Long Beach yards, to determine how best to improve or replace their existing equipment and increase operating efficiency.

The special group formed to implement the program will then study the remaining shipyards and determine how each can be improved.

The newest of the naval shipyards is the one at Long Beach, authorized in 1940; however, a number of naval shipyards date back to 1801 and others are over 100 years old.

In total, the naval shipyards today represent a capital investment of over one billion dollars, employ about 85,000 people, and are performing services valued at a billion dollars annually for the Fleet.

serve members, and was made payable retroactive to 1 July.

As for those persons who were separated from active duty or transferred to the Fleet Reserve between 1-19 July, they will receive supplementary pay covering their active duty service. Those individuals separated or transferred to the Fleet Reserve on or after 20 July are paid on the basis of the new pay scale.

Reserve members, both active and inactive, qualify for the increase from 1 July with claims being processed by the Navy Finance Center in Cleveland and the Disbursing Office of the Marine Corps Reserve Data Services Center, Kansas City.

The basic monthly pay for Naval Academy Midshipmen, Aviation Cadets, and NROTC students on active duty for training has been increased to \$151.95.

Alnav 44 contained specific information regarding the pay increase.

• **BENEFIT INCREASE**—The Navy Mutual Aid Association has increased the additional death benefits of its members by \$500. The total death benefit, as a result, was raised from \$11,000 to \$11,500.

Paid-up benefits of less than \$7500, terminated by death, will be increased by 53½ per cent. The additional death benefit, however, does not increase the loan or surrender values of memberships.

The additional aviation premium which is required from all members under age 45 who receive flight pay is not changed. The total death benefit of \$11,500 is equally applicable to their memberships.

Officers who wish additional information should address their inquiries to the Navy Mutual Aid Association, Navy Department, Washington, D. C. 20370.

• **DEPENDENT TRAVEL**—Transportation of dependents aboard MSTs ships has been terminated, indefinitely. However, travel to Europe or Pacific areas will continue by either air or commercial vessel.

Trans-Atlantic sailings of MSTs transports ended in August when the five ships of that fleet were reassigned to the Pacific, making a total of 16 MSTs transports in that area. Those ships transferred are usns *General S. B. Buckner* (T-AP 123), *General Maurice Rose* (T-AP 126), *Geiger* (T-AP 197), *General A. M. Patch* (T-AP 122), and *General William O. Darby* (T-AP 127).

# THE BULLETIN BOARD

## There's an Educational Program to Fit Every Man in the Navy

**A**LMOST EVERYONE in the U. S. has gone to school for varying lengths of time. Most individuals believe a better education would help them to advance in their career.

For some, a better education may mean acquiring a high school diploma or its equivalent. To others, it means a few years of college work, or a college degree. To still others, it may mean all these things and more.

Navymen who are on the move much of the time have special problems connected with obtaining more education. There are, however, several programs designed to fit the needs of as many Navymen as possible. Here is a description of these programs and what they may offer you.

### USAFI

One of the largest educational opportunities available to Navymen is offered by the United States Armed Forces Institute. Every active duty serviceman is eligible including service academy cadets and Reservists and National Guardsmen on active duty for 120 days or more.

One of the advantages USAFI offers you, the working Navyman, is the relative ease of obtaining an education. You don't have to leave your ship or station to pursue your studies because nearly all USAFI's curriculum is offered through correspondence courses. The only exceptions to this rule are pre-high schools and spoken language courses.

USAFI courses are inexpensive, too. The Armed Forces Institute charges only five dollars for enrollment which is payable when you submit your enrollment form (DD Form 305) to USAFI, Madison, Wis.

You must pay this fee only once, provided the last action in your USAFI file records the satisfactory completion of a course.

The United States Armed Forces Institute is a doorway through which Navymen can enroll in literally thousands of correspondence courses offered by about 50 colleges and universities. These courses are listed in a Department of Defense catalog called, logically enough, *Correspon-*

*dence Courses Offered by Colleges and Universities Through the United States Armed Forces Institute.* These correspondence courses provide a study program similar to that found in the first two years of college work.

Not all the courses listed in the booklet are on different subjects, as you will soon discover. The difference lies in the institutions offering them.

Each college course offered through USAFI has prerequisites which must be satisfied. These are listed in the catalog of the college offering the course.

Once your studies are underway, you have 24 months in which to complete them. Although a steady pace is recommended, this is not actually required. However, if you fail to submit a lesson within a 12-month period, you are dropped from the course.

Credits for USAFI courses are, as a rule, transferable to civilian educational institutions. If you plan to work toward a degree, you would be wise to consult the admissions officer at the institution from which you expect to graduate concerning those credits which can be transferred.

As it is within the institution's purview to determine what credits are acceptable, only the college or uni-

versity to which you are transferring your USAFI credits can tell you which can be applied to your degree.

When you inquire concerning transferable credits, you should give details concerning your education, military service, and educational goals.

In addition to correspondence courses, USAFI also offers filmed lessons which education officers will find are useful tools when no qualified instructor is available. The lessons are similar to those conducted in a classroom and the entire course consists of from 15 to 24 half-hour sessions.

The instructors in these films are high school or college teachers who are well qualified in their fields and are familiar with the problems presented by film or television instructional techniques.

### A Brisk PACE

If you are not interested in education by correspondence, and if you are in the right place, you might want to investigate PACE.

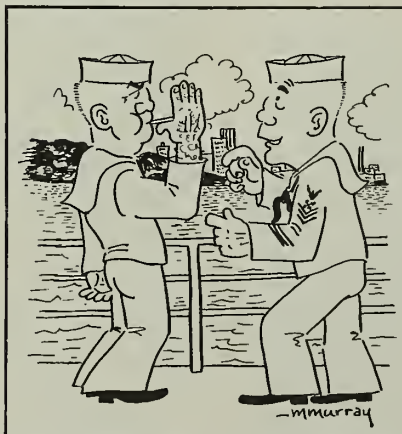
PACE stands for Program for Afloat College Education. At present, it is available only to a limited number of Navymen. PACE was first made available only to *Polaris* crews and became known as the *Polaris* University. Now, however, it is available to the crews of *USS Boston* (CAG 1) and *Constellation* (CVA 64) and recently has been made available to selected ships homeported in San Diego.

All professors who teach PACE classes are drawn from the staffs of participating universities. Collectively, they present the best undergraduate instruction available today.

Like USAFI, PACE offers a college program which can equal the first two years of a basic college curriculum.

Most PACE courses combine about 15 film lectures, each of which can be viewed within about 30 minutes during routine at-sea operations. Each film has an accompanying lesson plan, study guide and textbook. Several formal classroom sessions are

All-Navy Cartoon Contest  
LT Melville C. Murray, SC, USNR



"That's great, Bert. Now do the ruby-throated hummingbird again."



scheduled before and again after viewing the film lectures.

A final examination is given at the last class meeting. Certificates of completion are awarded the men who successfully complete each course and grades are recorded by the university offering the course. PACE grades can be transferred and applied toward full-time study for a baccalaureate degree.

PACE courses are financed primarily by the Bureau of Naval Personnel and there are no conditions or restrictions attached concerning obligated service. Usually the student is asked to pay only a small enrollment fee plus about \$10 for books and other school supplies.

#### Tuition Aid Program

Both USAFI and PACE offer courses which a Navyman can take on a part-time basis while performing his regular duties. The Navy also offers a tuition aid program which can be followed on a part-time or full time basis.

Funds for tuition aid are available to commandants of naval districts and certain force commanders. They can, therefore, bear some of the tuition expenses for voluntary off-duty courses taken by men in their command.

All courses taken, however, must have the commanding officer's concurrence and be offered by approved educational institutions.

The courses must also be taken for credit and must fall within the following categories before they qualify for tuition assistance:

- High school courses, if they lead to a high school diploma or meet college entrance requirements.

- College undergraduate courses which contribute toward a degree. A student who already has his bachelor's degree is still eligible under this provision if he is working toward an additional baccalaureate.

- High school and college undergraduate courses which will contribute to a Navyman's professional qualifications.

- College undergraduate courses which are prerequisites for graduate courses or degrees in approved fields.

- Graduate level courses if they contribute to qualifications for an advanced degree in education, engineering, international relations, management, mass communications, mathematics or physical science.

All-Navy Cartoon Contest  
Peter A. Hansen, EN1, USN



"He was coming up the gangway just when liberty went down."

- Courses in foreign languages at any level.

Under the tuition aid program, a student can receive 75 per cent of his tuition cost up to \$14.25 per semester hour or \$9.50 per quarter hour. If he is taking a high school course, he can receive \$42.75 per

Carnegie Unit. Sixteen Carnegie Units are necessary to graduate from high school.

All other costs are payable by the student. The Navy suggests a limit of not more than seven semester hours in any one semester or seven quarter hours in a given quarter or two Carnegie Units in any academic year. Exceptions to this rule are, however, sometimes granted.

To be eligible for tuition aid, a man must be on active duty with the Navy. Congress requires officers to remain on active duty for two years after completion of the course. Enlisted men who are career designated are given preference.

If you decide that tuition aid is the program for you, you should choose the courses you want, then submit a letter request via your commanding officer to the naval district commandant or force commander who controls the funds. For your guidance there is a sample of this letter in BuPers Inst 1560.10C.

### Going to USAFI U? There Are Many Branches

A considerable number of American colleges and universities offer courses through the United States Armed Forces Institute. Here is a list of them.

University of Alabama at University, Alabama  
University of Alaska at College, Alaska  
Brigham Young University at Provo, Utah  
University of California at Berkeley, Calif.  
Florida Institute for Continuing University Studies at Tallahassee, Fla.  
Georgia Center for Continuing Education, University of Georgia at Athens, Ga.  
(University of Georgia, Georgia Southern College, Savannah State College, Valdosta State College, and Woman's College of Georgia)  
University of Idaho at Moscow, Idaho  
University of Illinois at Urbana, Ill.  
Indiana State College at Terre Haute, Ind.  
Indiana University at Bloomington, Ind.  
State University of Iowa at Iowa City, Iowa  
Kansas State Teachers College at Emporia, Kans.  
Kansas State University of Agriculture and Applied Science at Manhattan, Kans.  
University of Kansas at Lawrence, Kans.  
University of Kentucky at Lexington, Ky.  
Louisiana State University and Agricultural and Mechanical College at Baton Rouge, La.  
Loyola University at Chicago, Ill.  
The Commonwealth of Massachusetts, Department of Education, Division of University Extension, Boston, Mass.  
University of Minnesota, Minneapolis, Minn.

University of Southern Mississippi, at Hattiesburg, Miss.  
University of Missouri at Columbia, Mo.  
University of Nebraska at Lincoln, Nebr.  
University of Nevada at Reno, Nev.  
University of New Mexico at Albuquerque, N. M.  
University of North Carolina at Chapel Hill, N. C.  
North Dakota Division of Supervised Study at Fargo, N. D.  
University of North Dakota at Grand Forks, N. D.  
Ohio University at Athens, Ohio  
Oklahoma State University of Agriculture and Applied Science, at Stillwater, Okla.  
University of Oklahoma at Norman, Okla.  
Oregon State System of Higher Education at Portland, Ore.  
Pennsylvania State University, University Park, Pa.  
University of South Carolina, at Columbia, S. C.  
Southern Methodist University at Dallas, Texas  
University at Tennessee at Knoxville, Tenn.  
Texas Technological College at Lubbock, Texas  
Utah State University of Agriculture and Applied Science at Logan, Utah  
University of Texas at Austin, Texas  
University of Utah at Salt Lake City, Utah  
Virginia State College at Petersburg, Va.  
Washington State University at Pullman, Wash.  
University of Washington at Seattle, Wash.  
University of Wisconsin at Madison, Wis.  
University of Wyoming at Laramie, Wyo.

## VA Regional Offices Can Advise You on GI Education

If you want advice concerning the educational opportunities offered by the Veterans Administration

under the Cold War GI Bill, here is a list of VA regional offices to which you may write or visit.

|                   |                      |                       |                       |
|-------------------|----------------------|-----------------------|-----------------------|
| Montgomery, Ala.  | Indianapolis, Ind.   | Manchester, N. H.     | Manila, Philippines   |
| Juneau and        | Des Moines, Iowa     | Newark, N. J.         | Puerto Rico and       |
| Anchorage, Alaska | Wichita, Kans.       | Albuquerque, N. Mex.  | Virgin Islands, San   |
| Phoenix, Ariz.    | Louisville, Ky.      | Buffalo, Rochester,   | Juon, Puerto Rico     |
| Little Rock, Ark. | New Orleans and      | Syracuse, New         | Providence, R. I.     |
| Las Angeles, San  | Shreveport, La.      | York City and         | Columbia, S. C.       |
| Diego, and San    | Tegus and Portland,  | Albany, N. Y.         | Siaux Falls, S. D.    |
| Francisco, Calif. | Maine                | Winstan-Salem, N. C.  | Nashville, Tenn.      |
| Denver, Colo.     | Baltimore, Md.       | Forgo, N.D.           | Haustan,              |
| Hortford, Conn.   | Bastan and           | Cleveland,            | San Antonio,          |
| Wilmington, Del.  | Springfield, Mass.   | Cincinnati and        | Waco, Dallas and      |
| Washington, D.C.  | Detroit, Mich.       | Calumbus, Ohia        | Lubbock, Texas        |
| St. Petersburg,   | St Paul, Minn.       | Muskagee and          | Salt Lake City, Utah  |
| Jacksonville, and | Jackson, Miss.       | Oklahoma City,        | White River Jct., Vt. |
| Momi, Fla.        | St Louis and Kansas  | Okla.                 | Raanake, Va.          |
| Atlanta, Ga.      | City, Mo.            | Portland, Ore.        | Seattle, Wash.        |
| Hanalulu, Hawaii  | Fart Horrisan, Mant. | Philadelphia, Wilkes- | Huntington, W. Va.    |
| Baise, Idaho      | Lincoln, Nebr.       | Borre and             | Milwaukee, Wis.       |
| Chicago, Ill.     | Rena, Nev.           | Pittsburgh, Pa.       | Cheyenne, Wyo.        |

### GI Bill

The most recent innovation in education programs for servicemen is the Cold War GI Bill. In-service Navy men who want to take advantage of this program must have been on active duty for at least two years to be eligible. This will put you in line for up to 36 months of education which is equivalent to four school years of nine-month sessions.

If you want to go to school under the GI bill and are in a city where there is a VA office, you would do well to take advantage of its counseling service.

If there is no Veterans Administration office near you, local representatives of the various veterans' organizations and the Red Cross also have information and application forms available. You can also write to any Veterans Administration Regional Office for information or to USAFI at Madison, Wis., which has application forms and information available for Cold War GI students.

Education opportunities are also offered by naval commands and installations through the Instructor Hire System. Commanding officers are, in fact, encouraged to establish classes in subjects normally taught in elementary school, high school and college.

Usually USAFI courses are used as a basis for this instruction which is given either by volunteer officers or

civilians or hired instructors. Funds are available to commanding officers for this purpose through the Chief of Naval Personnel.

Those who have dropped their formal education somewhere short of receiving a high school diploma or a college degree sometimes forget that the educating process goes on

### List of USAFI Courses

Each college or university participating in the United States Armed Forces Institute program may offer one or more courses in the following general fields of study:

#### College Courses

Accounting, agriculture, anthropology, archeology, art, astronomy, aviation, biology, building, business, chemistry, commerce, composition (English), drama, economics, education, engineering, English, geography, geology, government, health, history, home economics, hygiene, industrial relations, insurance, journalism, landscape architecture, foreign languages, business law, library science, literature, mathematics, methods of teaching, music, nursing, philosophy, physical education, physics, political science, psychology, radio, religion, rhetoric, science, social work, sociology, speech, writing.

#### High School Courses

Agriculture, art, aviation, building, business, business law, economics, engineering, English, geography, government, health, history, home economics, journalism, languages, library methods, mathematics, music, psychology, radio, religion, science, sociology.

(albeit at a changed pace) even though they are not in school.

The Navy took this into account and uses general educational development (GED) tests. These tests can measure the level of formal education you have reached, then add the level of informal self-education and intellectual growth you have achieved since you have been out of school.

For the student who has not completed his high school education, the test can determine whether or not he has acquired the equivalent of a high school education. For high school graduates who have not yet begun their college work, the test can measure their achievements in the basic areas of liberal arts subjects usually found in the requirements for the first two years of undergraduate college study.

The Armed Forces accept at face value the results of educational development testing and so do many school boards and institutions of higher learning.

The American Council on Education recommends that civilian institutions grant six semester hours of college credit for the successful completion of each of the five general examinations in the complete test. The subjects covered by these examinations are English composition, Social Sciences (History), the Humanities, Natural Sciences and Mathematics.

If you feel you need to continue or increase your education but don't know exactly which path to take, you would do well to talk to your education service officer. He should have sufficient information on his bookshelf to fill you in on the details of the programs the Navy offers and help you decide which one is best for you.

Probably his most useful service will be helping you evaluate yourself—your physical and mental capacities, the work you like to do and can do well, plus the value of the education you already have and the work experience and training you have received since you left school. Often, your service experience and training can be converted to academic credits by an educational institution.

Just by discussing the problem with your education service officer, you may be able to decide what you want to do to further your education.



## If You've Missed the NESEP Deadline Start Preparing Now For a Future Chance

If you don't know all about NESEP by now, you are probably cast away on a desert island someplace, in which case we won't go into how you obtained this issue.

These pages have carried many short articles about this outstanding program, and also lengthy feature articles on the subject. (See *ALL HANDS*, August 1966). However, enough cannot be said about NESEP and since application time is again at hand, another reminder is in order.

NESEP (Navy Enlisted Scientific Education Program) is a college training program for outstanding petty officers on active duty, leading to appointment to commissioned status and a career as an unrestricted line officer.

It provides a maximum of four years of uninterrupted college education, during which the students draw full pay and allowances.

Applications for the coming school year (1967) should have reached the Chief of Naval Personnel by now. If you are eligible and have applied, take this opportunity to review other requirements you must satisfy, and to renew your determination for success.

If you are eligible or potentially eligible and have not applied, learn all you can about NESEP right now, and resolve that you will not allow such an extraordinary opportunity to pass you by without trying for it.

To be eligible, you must:

- Be a citizen of the United States.
- Be enlisted in the Regular Navy or in the Naval Reserve on active duty (includes TARs) with at least one year in service (other than school) before application.
- Be serving in pay grade E-4 or above by 31 Dec 1967. It's not too early to get started.
- Be 21 but not 25 by 1 July of the year selected. (Waiver of maximum age may be granted on the basis of one year for each year of fully transferable college credits to a NESEP curriculum).
- Be a high school graduate or equivalent, with at least three years of high school.
- Have a combined GCT/ARI score of at least 118.

- Meet physical standards of officer candidates.

- Have a clear disciplinary record for two years preceding 1 July of the calendar year in which application is made.

- Meet the high standards of character, patriotism, sense of duty, personal conduct and financial responsibility required of a prospective officer.

- Be recommended by your CO. Men and women are eligible, whether married or single.

The applications of all fully qualified NESEP candidates are considered in January of each year by a selection board convened by the

Chief of Naval Personnel.

Those selected are designated as provisionally selected candidates and ordered to a nine-week course at Naval Preparatory School. Upon satisfactory completion of prep school and acceptance at a NESEP college or university, candidates are ordered to school and become full-fledged NESEP students.

Then they begin regular academic sessions.

Upon receipt of a baccalaureate degree, NESEP graduates are ordered to Officer Candidate School – the final step before being commissioned.

Full details of the program are contained in BuPers Inst. 1510.69J.

## Pilot Program: Junior College for Enlisted Men

**A** FEW MONTHS ago the Alford Board had a few (115, to be exact) suggestions concerning the professional growth of the career Navyman: How to keep him proficient, ambitious, hard-working, reasonably happy and—above all—how to keep him around.

One of the recommendations was to buy him books and send him to school. This in itself doesn't sound so different, but there's a twist that adds up to something brand-new.

This fall 75 petty officers enrolled in junior college. They will attend for two academic years (or less, if they are granted advanced standing) then return to the Fleet with associate degrees. They will be the first to benefit from the Navy's new

Associate Degree Completion Program (ADCOP).

The petty officers entering college this fall were carefully selected by the Bureau of Naval Personnel. ADCOP is a pilot program; should it continue future selection processes will probably be very similar to those used by BuPers when choosing NESEP Navymen.

Colleges taking part in the program are: Wentworth Institute, Boston, Mass.; Mount San Antonio College, Walnut, Calif.; and Palomar College, San Marcos, Calif. Approximately 25 Navymen will go to each school.

Advanced academic standing will be granted for Navy A, B and C school training at the discretion of the participating institutions. Credit may also be given for education received through off-duty study.

Navymen who qualify for the Associate Degree Completion Program will receive a terminal education. In other words, their work will be specialized. Normally an undergraduate of a four-year college is required to enroll in a large number of general subjects during his freshman and sophomore years. The 75 Navymen, however, will concentrate on their individual specialties, and will receive an associate degree in their respective vocational field.

Courses offered include: aircraft mechanics; building construction technology; electrical and electronic technology; industrial technology; mechanical engineering technology; metallurgical technology; nuclear



"Slansdown! Wake up, man, wake up!"

engineering technology; air-conditioning technology; administration and management; drafting; and business administration (including such courses as accounting, data processing and merchandising).

The 75 petty officers participating in the pilot program represent 15 ratings. The average selectee is 26.6 years of age, a high school graduate and serving in pay grade E-6.

Five AEs, seven ATs, three AQs, six DSs, one EA, five EMs, 10 ETs, three ICs, eight FTs, five MMs, two BTs, seven RDs, seven RMs, three STs and three SKs were selected.

As is usual for such educational programs, participants were required to acquire a specified service obligation. Four years' obligation upon completion of the two years' Navy-sponsored education was specified.

### It's Escort All the Way

With the accent on escort, a new destroyer squadron has been established in the Atlantic Fleet Cruiser-Destroyer Force. Escort Squadron Six will ultimately consist of three guided missile escort ships, three escort ships, and an escort research vessel.

Flagship of the new squadron is USS *Garcia* (DE 1040), first of a new class of escort ships.

Now under construction are the guided missile escort ships *Talbot* (DEG 4), *Richard L. Page* (DEG 5), and *Julius A. Furer* (DEG 6). They will join the squadron when completed.

The escort ships *Edward McDonnell* (DE 1043), and *Voge* (DE 1047), and the escort research vessel *Glover* (AGDE 1) will round out the squadron.



"Worst case of exam freeze-up I've ever seen."

## Rating Control Roundup

*No doubt about it, the Rating Control Section is one of the hottest spots in the Bureau.*

*Currently nine officers and 25 enlisted men are specifically concerned with Rating Control details and they could use twice as many bodies. Everyone is working under pressure and even the computers wear a harried look.*

*The situation is constantly changing and new problems must be met and solved each day. Many of the more recent developments are not of sufficient status to justify inclusion in a BuPers Notice or Instruction, but are of great interest to a limited group of Navymen. ALL HANDS will endeavor to keep the various groups advised as to what's new in specific ratings.*

For example, here's what cooking (unofficially) at the Radarman desk as of this moment:

### For Radarmen: What's New

**36-Month Tours**—You may not know it, but the six-year-plus sea tours for E-5s and E-6s are largely the result of the 36-month shore tours which are applicable to about 75 per cent of the available shore billets.

A reduction in shore tour lengths to 24 or 30 months would cause a one- to two-year reduction in sea tours. Some change from the current tour lengths may be possible if there is a definite indication that the majority of radarmen favor a shorter tour ashore. Your comments would be welcomed by the Radarman desk.

### Cancellation of Orders Ashore

While every effort is made to order radarmen ashore in an area of their choice, the necessity of maintaining a workable Seavey occasionally makes it necessary that men be ordered ashore in areas other than those specified.

In those cases where you feel that such orders would place an intolerable burden on you or your family, you should request cancellation at the earliest possible date.

Your request will probably be honored if you give the people time enough to make an adjustment. However, you cannot expect to be considered for orders ashore again for at least another 10 months unless humanitarian considerations dictate otherwise.

The above comments are, of course, applicable to all enlisted personnel, not to radarmen exclusively.

**Air Control Specialists**—During recent months an intensive effort has been made to develop a method of training, identifying and distributing surface air controllers.

One of the techniques used is a system of "closed loop" rotation. This means keeping air controllers in air control billets both ashore and afloat. Replacements for vacancies in the 154 GCA billets and 34 AIC instructor billets are now being selected from among Seavey-eligible air controllers who are graduates of the AC "A" School, or whose past record indicates good potential as an air controller.

Selection for GCA duty is based upon the following criteria:

- You must hold an NEC 6922 or have demonstrated an aptitude for air control as evidenced by outstanding previous performance as 0313 or 0316.

- If you do not hold NEC 6922 (AC "A" School), you must have less than 12 years of total active service to be considered for AC "A" School.

Once ordered to GCA duty, you may expect to remain in the air control specialty (0313, 0314, 0318, 6922) at least through pay grade E-7.

If you want to enter this program, you should try to get air control experience in either the ASAC or AIC programs, and have your performance in this capacity favorably commented upon in your semiannual evaluation.





AIC/ASAC quotas and future assignment to a Class I air control ship may be obtained by eligible E-5s as a reenlistment incentive upon application under BuPers Inst 1133.3 series (STAR).

**Courier Billets Ashore**—Approximately 24 officer courier billets have recently been made available to RDs in pay grade E-7.

These billets are located in both the United States and Europe and will be considered as shore duty for rotation purposes. In addition to providing more shore duty, these billets should substantially improve advancement opportunities for both E-6s and E-7s.

Seavey-eligible E-7s who are qualified for top secret clearance should indicate their preference for this duty, and hoped-for location, on their Rotation Data Cards.

**E. W. Specialists**—Men on certain large combatants and DDG/DLGs will soon receive one of a pilot group of 24 RD E. W. specialists as a shipmate.

These men are graduates of the RD "B" School, and Class "C" maintenance and operator schools. They will be expected to supervise both the maintenance and operation of the E. W. gear upon reporting aboard.

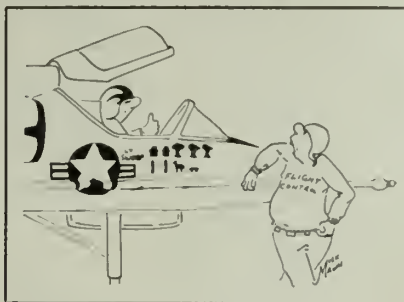
It is hoped that a favorable evaluation of this program will result in increased opportunity both ashore and afloat for RDs in this field.

**Seavey Eligibility Requirements**—It's embarrassingly obvious that a lot of men don't know how to get on Seavey even when they're eligible. We repeat — again — those relevant portions of Art 3.22, Chapter Three of the *Enlisted Transfer Manual*:

Eligibility for the Seavey shall be established by application of the criteria set forth in the BuPers Notice published every four months. These Notices specify a sea duty commencement date for each rate and pay grade within the rating. As of the effective date of the Notice, personnel will be considered to be in Seavey if all the following conditions are met:

- In an on-board "for duty" status.
- Commenced present continuous sea tour during the month indicated for the applicable rating and pay grade, or earlier.
- Have sufficient obligated service to provide at least 24 months' active duty obligation from the last order issuing month of the Seavey.

All-Navy Cartoon Contest  
Ernest M. Mawn, Jr., CTC, USN



"Now remember, Swoops, come out of your dive a little bit earlier than you have been."

For example: To qualify for C-66, Active Duty Obligation must be January 1969 or later. (January is the last ordering month for C-66).

Paragraph 3.25 of the *Enlisted Transfer Manual* outlines procedures for changing active duty obligation to establish eligibility.

RDs having questions concerning their rating may contact RDCS Bock at OXford 4-4785 or write him at BuPers (Attn: Pers-B2164).

## MSC Appointments

Thirty candidates have been selected for appointment as ensign, Medical Service Corps (Supply and Administration Section).

Appointees will be notified by their commanding officers and subsequently ordered TAD to the U.S. Naval School of Hospital Administration, Bethesda, Md., for instruction in an officer indoctrination course.

## NOW HERE'S THIS

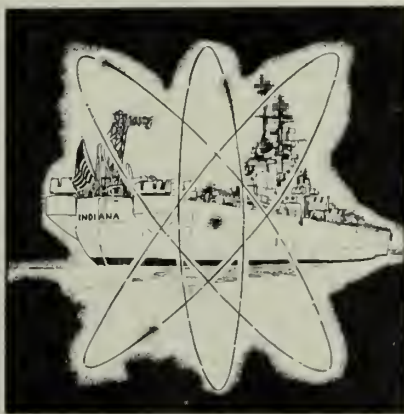
### Battleship Indiana Works for Science

Old battleships die slowly—if at all, and such is the case with USS *Indiana* (BB 58), which racked up a sizable number of battle-scars in World War II.

In nine engagements, ranging from actions in which she withstood attacks by torpedo bombers at Tarawa in 1943 to the devastation wrought by her guns on enemy targets in July and August 1945, *Indiana* was in the thick of the action.

But like her sister ships, *Indiana's* name was stricken from the U. S. Navy list. In her case it was in June 1962, after she had served as a unit of the Bremerton Group, Pacific Reserve Fleet, when she was sold for scrap.

Today, 65 tons of the eight-inch armor plate—which shielded *Indiana's* crew from bomb explosions, kamikaze suicide attacks and a tremendous Pacific typhoon—have been converted to medical research.



At the Veterans Hospital, Hines, Ill., *Indiana's* thick plating has been fashioned into a radiation-proof "island" for research. It took almost two years to move the armor from the battleship to a Chicago fabrication plant, and convert and install it at the VA hospital.

The "iron room" enables radioisotope research teams to obtain minute data not previously available. It does this by blocking off radiation from the outside so that extremely minute quantities of radioactive materials in a patient's body can be identified and counted.

A major problem in this kind of research is effective determination of the "retention duration" of many trace substances which may be administered in a radioactive state. At Hines Veterans Hospital, it will be possible to determine the amount of fat in the body, a factor in radioactive research. The "lean body" contains naturally radioactive potassium, which is absent from fat.

These measurements are only possible in a radiation-shielded environment.

Such an environment has been obtained in the "iron room" by creating a radiation-free island in a world of radioactivity.

Surrounded by *Indiana's* thick armor plating, the patient can recline comfortably as a television camera pictures his reactions. He can view his favorite soap opera, or even himself, and chat over the intercom during the several hours which may be required for electronic data to be checked out on the multi-channel analyzer in a nearby room. The analyzer detects gamma rays in the body, and sorts and counts them.

Thus, researchers obtain the information they need, quickly and accurately, thanks to a one-time BB, working for science and the nation.

# New Duty Station? Stop In to See the Family Services Center

**R**EPORTING to a new duty station can be a hectic business. If you're a family man there's housing to locate and a family to settle. Perhaps there are children who must enter school. There are local auto registration and drivers' license laws to be understood and complied with. And in the midst of the confusion, a dependent's ID card is misplaced or you receive word your silverware ended up in Portland, Ore., instead of Norfolk.

Fleet deployment, retirement and the receipt of temporary duty orders also offer a quota of possible distressing developments, which can cause minor problems to assume aspects of major catastrophies.

At such times a visit to a Family Services Center may help conserve your cool, not to mention your shoe leather.

Family Services Centers, as you may have read in the Alford Report (ALL HANDS, May 1966, page 41, recommendation No. 53), are information and assistance offices located at major naval bases and in areas of Fleet concentration.

In time of crisis, the Navyman has always had ready access to expert assistance. Chaplains and legal officers, for instance, serve such purposes. Family Service Centers, on the other hand, specialize in problems of the common, irksome variety. They cut red tape, provide neighborly help, simplify complicated situations and dispense reliable information.

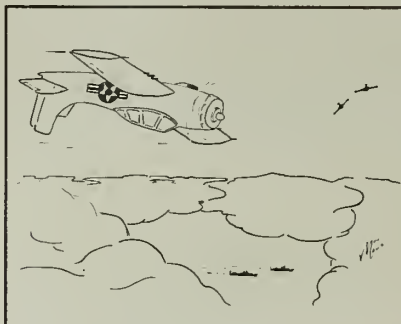
In short, Family Services Centers were established to make Navy life more pleasing.

Several naval installations have provided similar services for many years, but until recently there have been only a few organized, Navy-wide Family Services programs.

In 1965 the Secretary of the Navy's Task Force on Retention conducted a thorough study of family morale. The group concluded that the Navy needed an active, comprehensive program to solve or minimize the problems of the Navy family. Early this year the family services program was approved by the Secretary, and in July the Bureau of Naval Personnel announced it plans to open centers at 15 locations.

The program began to grow even

All-Navy Cartoon Contest  
Ernest M. Mown, Jr., CTC, USN



"That's right, Sir . . . two cruisers of three o'clock high!"

before it became operative. By the end of July the list of centers to be established had grown to include 41 naval stations, naval air stations and naval bases.

The minimum services to be offered by these Centers are outlined in OpNav Inst. 1740.1. Centers at many facilities will probably offer additional assistance, depending on the availability of volunteer workers and the specific demands of the locale.

A great deal of attention will be given to the problems faced by families arriving at a new duty station. The Instruction requires the center concerned to furnish new arrivals with extensive information about the installation and the surrounding community.

Under ideal conditions the information will be sent to you auto-

All-Navy Cartoon Contest  
Peter A. Honsen, EN1, USN



" . . . and three crows . . . anything else?"

matically. To be assured of its arrival, however, you should request it from your new command or the nearby Services Center soon after you receive your orders.

In most cases the information will be in the form of a Welcome Aboard brochure. You have probably received such packets before, but in the future you will find them generally more useful.

They are required to contain, for instance, a map of the area, an area directory and a base information guide. You will find specific information concerning dependents' medical care, wives clubs, credit unions, Navy Relief, Red Cross, local churches, commissaries, exchanges, education, military clubs and municipal service clubs and organizations.

When you arrive at the installation, the local Family Services Center will be available to lend any assistance necessary. If you do not pay an early visit to the office, a representative may call to offer help and make sure all is shipshape. Many stations will probably use a sponsor program to assist you and your family in solving any special problems.

The Centers' housing files will be of special interest to newly arrived family men. Information on available service housing will be provided and in many instances applications may be made at the Center or nearby. In addition, each office is required to maintain an up-to-date catalogue of all off-base commercial housing which is available without regard to race, creed, color or national origin.

Hospitality kits will be invaluable to some newcomers. If you arrive before your household goods, the Family Services Center will assist in obtaining those items essential to family life: baby beds, silverware, cots, blankets, dishes and so forth.

The Centers are, of course, not limited by the minimum requirements set forth in the OpNav Instruction. The extra services available at any given center will depend primarily on the enthusiasm and support of the local Navy families. The number of volunteer Navy wives will probably be the most important consideration.

As a dependable source of infor-



mation, the local Family Services Center will be helpful for the old hand as well as the new arrival. As a minimum, the centers will be equipped to provide extensive information relating to the following subjects:

- Passport applications
- Voting
- Insurance
- Separation
- Preparation for retirement
- The Cold War G.I. Bill
- Retired Serviceman's Family Protection Plan (contingency option)
- Housing
- Personal financial management
- Recreation
- Transportation

In specialized instances, when professional assistance is indicated, referral will be necessary. Care will be taken to insure that this will not cause inconvenience—when possible, in fact, organizations such as Navy Relief will have an office located near (perhaps in the same building) the Services Center, as will the chaplain and legal assistance officer.

One of the major objectives of the family services program is to provide information to Navy wives. At least four times each year Centers will conduct orientation courses for wives in the area. These lectures will help explain the rights and benefits of which Navy dependents should be aware. Topics will include education, emergency aid, survivor's benefits and available family facilities.

Installations which have established Family Services Centers are as follows:

NS San Diego, Calif.  
 NS Norfolk, Va.  
 NS Long Beach, Calif.  
 ADCOM, NTC Great Lakes, Ill.  
 NS Newport, R. I.  
 NS Pearl Harbor, Hawaii  
 NS Charleston, S. C.  
 NAS Alameda, Calif.  
 NS Washington, D. C.  
 NS Mayport, Fla.  
 NAS Pensacola, Fla.  
 NAS North Island, Calif.  
 NAS Memphis, Tenn.  
 Naval Sub Base, New London, Conn.  
 NAS Pt. Mugu, Calif.  
 NS Key West, Fla.  
 NAS Lemoore, Calif.  
 NAS Quanset Point, R. I.  
 NS Treasure Island, Calif.  
 NAS Oceana, Va.  
 NAS Whidbey Island, Wash.  
 NAS Patuxent River, Md.  
 NAS Moffett Field, Calif.



"Square your hat, Smith!"

NS Boston, Mass.  
 NAS Jacksonville, Fla.  
 NAS Barbers Point, Hawaii  
 NAS Corpus Christi, Texas  
 Naval Construction Bn, Port Hueneme, Calif.  
 NAS Cecil Field, Fla.  
 NAS Miramar, Calif.  
 NTC Bainbridge, Md.  
 NS Philadelphia, Pa.  
 NAS Los Alamitos, Calif.  
 Naval Amphibious Base, Little Creek, Va.  
 NAS Brunswick, Maine  
 NavWepSta, Concord, Calif.  
 NAS Glynn, Ga.  
 NAS Lakehurst, N. J.  
 NAAS Whiting Field, Fla.  
 FAAW Training Center, Dam Neck, Va.  
 Norfolk Naval Shipyard, Va.

### List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Assault on a Queen* (C) (WS): Drama; Frank Sinatra, Vima Lisi.

*The Singing Nun* (C): Musical Drama; Debbie Reynolds, Ricardo Montalban.

*Pinocchio in Outer Space*: Animated Feature Cartoon.

*The Circular Triangle*: Mystery Drama; Lilli Palmer, Pierre Brasseur.

*Brigand of Kandahar* (C): Melodrama; Ronald Lewis, Yvonne Romain.

*Johnny Reno* (C) (WS): Western; Dana Andrews, Jane Russell.

*The Silencers*: Melodrama; Dean Martin, Stella Stevens.

*The Trouble With Angels*: Com-

edy; Rosalind Russell, Hayley Mills.

*Lord Jim* (C) (WS): Drama; Peter O'Toole, Alee Guinness.

*Around The World Under the Sea* (C): Melodrama; Lloyd Bridges, Shirley Eaton.

*The Sleeping Car Murder* (C): Melodrama; Simone Signoret, Yves Montand.

*When The Boys Meet The Girls* (C): Musical; Connie Francis, Harve Presnell.

*Viva Marie* (C): Comedy; Brigitte Bardot, Jeanne Moreau.

*Tokyo Olympiad* (C) (WS): Documentary.

*The Ghost in the Invisible Bikini* (C): Comedy; Susan Hart, Boris Karloff.

*The Flight of the Phoenix*: Drama; James Stewart, Peter Finch.

### Thinking About Air Travel?

#### Check into Those Reduced Fares

Substantial reductions in round trip airline fares—in case you hadn't heard—are in effect. All 11 domestic trunk airlines and one local service carrier have reduced fares by 25 per cent.

In most instances the reduced fares apply to round trip travel in any class of service except jet first-class. The fares will apply at least until 31 Dec 1966, and probably longer. The reduced price travel—called *excursion fare*—may be made by reservation.

Generally, excursion fares are available only on flights scheduled to depart not earlier than noon Monday and not later than noon Friday, and not earlier than noon Saturday and not later than noon Sunday. In addition, the reduced fares are not applicable during holiday periods.

If you travel at the excursion rate, you cannot start your return trip earlier than 0001 on the Sunday following your departure, and all travel must be completed not later than midnight of the 30th day following the date on which your trip began.

Savings with the new fares are significant. A round trip between Washington, D.C., and a West Coast point, for instance, would cost you (or the Navy) \$68 less than the regular fare.

In cases where official travel will

be performed within the excursion fare period, transportation requests should specify excursion fare. In situations when it is definitely known that travel will *not* be performed within the excursion fare period, the TR should specify regular fare.

In cases where the first portion of the round trip commences within the excursion fare period, but there is doubt as to the date of return, the Comptroller General of the U.S. recommends an excursion fare be requested.

In the event the return trip commences during the non-excursion period and the difference in cost between an excursion fare and the regular fare must be paid, you may submit a supplemental transportation request to upgrade the ticket or you may pay the difference in cash and obtain reimbursement on your travel voucher.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnovs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnovs, Instructions and Notices for complete details before taking action.

Alnovs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnovs

No. 48—Ordered the suspension of movement of civilian and military

dependents to France, effective 1 August.

No. 49—Defined current requirements for satisfying qualifications for flight pay and sea and foreign duty pay.

No. 50—Announced approval by the Secretary of the Navy for the President of the selection board report that recommended Marine Corps officers for temporary promotion to the grade of colonel.

No. 51—Announced approval by the Secretary of the Navy for the President of the selection board report that recommended Marine Corps officers for temporary promotion to the grade of major.

No. 52—Announced approval by the Secretary of the Navy of the report of a selection board which recommended line officers for temporary promotion to the grade of captain.

No. 53—Announced approval by the Secretary of the Navy for the President of the selection board report that recommended Marine Corps officers for temporary promotion to the grade of lieutenant colonel.

No. 54—Discussed the phasing out of the current savings deposit program for all members of the armed services serving outside the United States or its possessions.

### Instructions

No. 1120.18L—Outlines the eligibility requirements and processing procedures whereby USN personnel may seek appointment to warrant or commissioned status via the warrant officer and LDO programs.

No. 1510.69J—Outlines the eligi-

bility requirements and procedures whereby enlisted personnel may apply for assignment to the Navy Enlisted Scientific Education program (NESEP). The program leads to commissioning in the Regular Navy as an unrestricted line officer.

No. 1510.104A—Announces a change in certain areas of the formal training of electronics technicians and establishes guidelines for the administration of a Selective Electronics Training program.

No. 1540.40A—Discusses qualification requirements and assignment policies of personnel ordered for duty in connection with naval nuclear propulsion plants. It also states personnel policies and practices of the Chief of Naval Personnel in this area.

### Notices

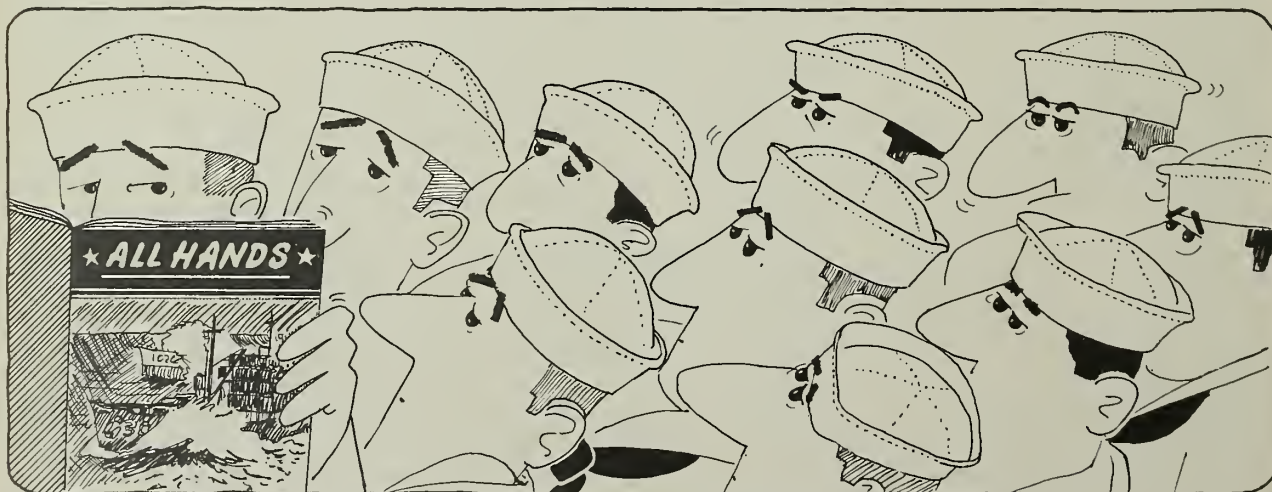
No. 4650 (22 July)—Urged a concentrated effort to reduce the number of no-show passengers for which reservations have been requested on airlines.

No. 1120 (12 August)—Announced the selection of those recommended for appointment to ensign, Medical Service Corps, USN.

No. 1430 (18 August)—Announced the selection of personnel for change in rating to aviation support equipment technician (AS) and provided procedures for change in rating.

No. 1920 (19 August)—Discussed the selective retention of officers on active duty.

No. 4632 (22 August)—Announced new rules governing use of reduced air fares applicable to military personnel on leave, including emergency leave.



EYE, EYE, MATE—Remember that there are nine other shipmates waiting to eyeball this ALL HANDS . . . so pass it on.



# More Money for Many—As Result of Changes in Specialty Pay

**M**ANY NAVYMEN will receive extra pay as a result of the most recent change to the basic specialty pay instruction. The revisions became effective on 1 July. For the information of individual Navymen who want to see how the change may affect them, here's a report on the subject.

Recruiter canvassers and certain Navymen assigned to recruit training commands were authorized \$30 per month superior performance pay. Certain NESEP Navymen and men participating in the Integration Program will continue to receive the same pro pay as they were authorized when selected for the officer program. Three new categories were added to the pro pay lists. The major changes in detail are as follows:

**Superior performance pay.** Awards of \$30 per month are now authorized for men in BuPers controlled instructor billets at Recruit Training commands in San Diego, Great Lakes and Bainbridge.

Recruiter-canvassers are authorized identical specialty pay.

To be eligible for the superior performance awards, Navymen must be serving in one of the specified billets, and must be on active duty. Recipients must have completed a minimum of 24 months of active service which, if it includes any period of active duty for training, must be consecutive service.

Before becoming eligible, applicants must demonstrate superior performance on the job, in the skill and level in which they are serving, for a minimum of six months. For instructors, the six-month requirement will be computed from the date indoctrination begins.

Men who are already receiving specialty pay of another variety (pro pay) are not eligible for superior performance pay.

The pay will be granted by the appropriate commanding officer.

There are no percentage limitations for superior performance awards to instructors. The limitation for recruiter-canvassers is 50 per cent.

Change seven gives one word of caution: Should specialty pay be abolished at a future date, eligibility will be revoked as soon as the disestablishment becomes effective.

**Pro pay for NESEP and Integration Programs.** This section of change

seven authorizes proficiency pay to those men who lost it when chosen for one of the officer programs.

The provisions of the basic pro pay directive (BuPers Instruction 1430-12F) require the termination of specialty pay for officer candidates and students undergoing training leading to a commission. These provisions are being held in abeyance, at least through fiscal year 1967.

Navymen currently enrolled in the NESEP or Integration programs, and whose pro pay was terminated upon entrance to school, are once again eligible to receive the award. (It should be noted that proficiency pay is not retroactive.) The provision for continued specialty pay applies only to those men who lost pro pay; men who lost superior performance pay are not eligible.

**New pro pay categories.** Navymen who hold NECs RM-2333, RM-2392 or FT-119X are now authorized to draw pro pay, as shown in the adjacent box.

Ratings eligible to receive pro pay without regard to NEC have not changed. They are as follows:

P-1-50: AQ, AT, FT, GMT, ST, MT, AV. Pro pay based on the AV rating, however, may be received only by ex-AT and -AQ men who were eligible for P-1-50 in their former rating.

P-2: AX, DS, ET, AV. Eligibility in the AV rating applies only to ex-AXs who were eligible for P-2 in their former rating.

Several other alterations and clarifications are made by change seven. There is, for instance, a new format for NEC listings. As you'll note in the eligibility list, certain NECs are now listed as three digits followed by an X, such as 031X. The procedure provides increased continuity in pro pay award eligibility when men are assigned in common skill areas.

In the instances where the X is used, a man assigned to any rating series NEC beginning with the three specified digits, except as noted, maintains his eligibility for pro pay if assigned to an NEC billet identified by the same three digits. This gives more latitude in the assignment of men who hold closely related NECs.

Change seven also clarified the effects of rating compressions. In a

nutshell, there are no effects. While the compressed ratings will not be listed as source ratings for NECs, the men involved retain NECs previously assigned — just as they retain their rating badges when they advanced to a compressed pay grade and specialty.

A senior chief interior communications technician who holds NEC IC-4723, for instance, retains the NEC even when advanced to E-9 as a master chief electrician's mate.

## Award Level P-1-50

| Rating Series NEC | Eligible Ratings | Rating Series NEC | Eligible Ratings |
|-------------------|------------------|-------------------|------------------|
| 031X              |                  | 4356              | EN, MM           |
| (less             |                  | 4722              | IC, EM           |
| 0312)             |                  | 4723              | IC               |
| 2314              | RD               | 710X/7131*AE      |                  |
| 2315              | RM, CT           | 711X/7131*AE      |                  |
| 2332**            | RM               | 712X/7137         |                  |
| 2333              | RM               | less              |                  |
| 234X              | RM, CT           | 7122)*            | AM (7125 only),  |
| 2392              | RM               |                   | AE               |
| 2393              | RM               |                   |                  |
| 2405              | CT               | 713X/7137*AE      |                  |
| 334X              | TM               | 714X/7137*AE      |                  |

## Award Level P-2

|      |    |            |             |
|------|----|------------|-------------|
| 0417 | ST | 114X       | FT          |
| 0418 | ST | 115X       | FT          |
| 0419 | ST | 116X       | FT          |
| 0423 | ST | 117X       | FT          |
| 0426 | ST | 118X       | FT          |
| 047X | ST | 119X       | FT          |
| 048X | ST | 2401       | CT          |
| 049X | ST | 2403       | CT          |
| 0891 | GM | 2406       | CT          |
| 098X | GM | 3318       | MT          |
| 099X | GM | 3371       | CE, EO,     |
| 1113 | FT |            | CM, SW,     |
| 1115 | FT |            | UT, HM      |
| 1118 | FT | 338X (less | ET, IC, EM, |
| 1119 | FT | 3389)      | MM, EN,     |
| 1128 | FT |            | BT          |
| 113X | FT | 794X       | AQ          |

## Award Level P-3

|            |    |            |         |
|------------|----|------------|---------|
| 330X       | FT | 333X       | ET      |
| 331X (less |    | 335X (less | MM, EN, |
| 3318)      | MT | 3359)      | EM, IC, |
| 332X       | ET |            | ET      |

\* Awards based on NEC 7131/7137 continued under the authority of BuPers Letter Pers B2232- vsr of 18 Nov (NOTAL) terminate upon EAOS or 30 Jun 1966, whichever is earlier. Other men receiving awards based on NEC 7131/7137, or NEC to which converted, may continue until EAOS or 31 Dec 1966, whichever is earlier. Final phase-out of the award, in accordance with paragraph 11.b, is effective 31 Dec 1966.

\*\*NEC RM-2332 will be disestablished effective 1 Jan 1967.

RM-2332 billets will be recoded RM-2333.

# TAFFRAIL TALK

**T**HIS BUSINESS of being a good feeder is all very well—up to a point. But with success, problems inevitably arise, particularly when you have an FSO (food services officer) aboard who doesn't quite realize the power of the written and/or spoken word.

Those concerned with such matters aboard *uss Howard S. Gilmore* (AS 16) are becoming a little nervous about certain side effects. And Ensign Frank E. Luton, *Gilmore's* FSO, doesn't help things a bit.

He is recorded as protesting, "We don't want to make wives and mothers mad at us, but can we help it if the men would rather eat aboard than at home?"

You'll notice a certain lack of tact in ENS Luton's disclaimer. Had he stopped right there, he would be doing fine. But, no. He had to put his foot in the cake.

We can see him now, sweating just a little as he tries to explain to a group of hard-eyed "dependents," and it serves him right.

"We don't have any special recipes, just skill. When a man sits down to eat, he doesn't want to think about problems, and our meals take his mind off them."

Then, to rub frosting on possibly wounded sensibilities, ENS Luton tells the wives how to make *Gilmore's* favorite recipe:

"Take 50 pounds of flour, add three gallons of milk, 18 dozen eggs, 10 pounds of sugar, five pounds of shortening, a cup of baking soda and mix in a rather large pan. You can work out the rest from there."

Fine. And who's going to clean up the kitchen?

★ ★ ★

*uss Wright* (CC 2), which has a reputation as a fine feeder, looks out for the well-being of her crew in more ways than one. To insure that her sailors eat well, but not too much, this ship has set up a "color calorie" program, initiated by Ensign A. W. Harris and Chief Commissaryman F. E. Lambert.

Each dish offered on the mess line carries a colored tag, and each tag indicates its caloric content. A green tag tells the growing *Wrightmen*: Go ahead, this one is safe for you, calorically speaking; yellow means: Take it easy—if you must, eat a half-portion only if you're watching your weight; the red tag advises: Don't—calories live here.

The system is applicable only to those watching their waistlines. For the others, the color is always green.

★ ★ ★

Sometimes some things creep up on you and, before you know it, you're hooked.

For the following warning, we're indebted to *Approach*, the naval aviation safety review, which in turn is indebted to a researcher in the library of the Army Chemical Center.

Working on a file of index cards, the researcher came across a set labeled "Toxic Agents Arranged Alphabetically by Key Compound." Thumbing through the file, he found this entry: "O<sub>2</sub> (oxygen): volatile toxic agent; habit-forming; as little as one breath may lead to lifelong addiction; in concentrations of 21 per cent by volume, death follows after an average of 0.75 centuries."

So you've been warned.

*The All Hands Staff*

## The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

**ALL HANDS** does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, **ALL HANDS**, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT: AIR MINDED**—Navymen at guided missile light cruiser *USS Providence* (CLG 6), flagship of the First Fleet, prepare to tie up at NAS, North Island, in the shadow of one of their ship's surface-to-air missiles.







**Symbol  
of  
the  
Navy's  
Finest**





D 208.3,  
598

# ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

*in this issue:*  
**SMALL CRAFT:  
BIG JOB IN VIETNAM**

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
**COPY ALONG**

359.05  
A416

NOVEMBER 1966







**ALL HANDS** The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor, ALL HANDS, Room 1809, Navy Annex, Navy Department, Washington, D.C. 20370. DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

NOVEMBER 1966

Nav-Pers-O

NUMBER 598

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• **FRONT COVER: SPEED MERCHANTS**—Navy PBR (Patrol Boat, River) kicks up the water as it moves out in search of Viet Cong. The new fiber glass patrol boats are propelled and steered by jets of water.

• **AT LEFT: NATION'S TOP HONOR**—Constructionman Third Class Marvin G. Shields, USN, of MCB 11, was the first Navyman to receive the Medal of Honor for heroic action in Vietnam. Shields was posthumously awarded the Nation's top award for distinguishing himself in combat at Dong Xooi when his unit was attacked by the Viet Cong. (For full account of his actions, see page 62)

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



UP THE 'CREEK'—Patrol craft of South Vietnamese River Force looks for VC. Right: Junk is checked by minesweeper.

# Sailing in the Midget

**T**HE WAR IN VIETNAM has been unusual in many respects. It has, for example, been fought against an almost invisible enemy that strikes, then fades into the jungle. At the same time, the enemy moves on the water in ships and small craft, taking advantage of the mobility of winding rivers and the protection of a tortuous coastline.

In the beginning, the Viet Cong could fight almost on its own terms, but the situation has changed greatly—more with each passing week.

Against an enemy of this kind, the role of the U.S. Navy in the Vietnam Theater must be a varied one. It ranges from carrier air strikes to shore bombardments by cruisers, destroyers and rocket ships. It involves naval units ashore and ships of all kinds, from the flagship of Commander Seventh Fleet, to the smallest naval craft. This report centers about the small combat craft.

The coastal and river areas are increasingly patrolled by the U.S. and Vietnamese navies, using a variety of old and new craft. Relatively few of the sampans, junks and coastal steamers that ply the Vietnamese waters are operated by the

Viet Cong, but it takes a sizable force of small combat boats to seek them out from the large number operated in the normal commerce of the area.

**T**WO RELATIVELY NEW U.S. Navy types—the *Swifts* and PBRs—are at the moment carrying a major portion of the load. Other models are being introduced as soon as their

**NAVY GUNNER** keeps twin 50s trained on junk as it approaches Harbor Patrol Boat 15 for check.



effectiveness has been proven. The *Swifts* are used primarily for coastal surveillance; the PBRs, for river patrol. Both are well suited for their special jobs.

The *Swifts* are 50 feet long and are propelled by diesel engines. They are armed with two .50-caliber machine guns mounted on top of the forward wheelhouse. They also carry another .50-caliber machine gun pickaback atop an 81mm mortar on the after deck.

Usually a lieutenant (jg) heads the crew, which frequently consists of a gunner's mate, radarman, boatswain's mate, a radioman and a Vietnamese interpreter.

Every crewmember aboard a *Swift* is a volunteer. Inasmuch as the number of volunteers far exceeds the billets available, the job is apparently widely sought.

Such popularity must be deserved but it certainly can't be attributed to the easy life led by the crew. *Swift* bases are usually primitive tent installations where the rattle of small arms fire is well known.

While they are on patrol, *Swift* boats offer a rough ride—very much like the old PTs. They may remain





HELLO THERE—Crew of Navy *Swift* boat search a Vietnamese junk for possible supplies for the Viet Cong.

# Fleet

at sea for three days and frequently can be found more than 100 miles from their home base somewhere along the 1000-odd miles of South Vietnamese coastline.

Living conditions aboard *Swifts* are spartan when you consider how long they remain on patrol. They do, nevertheless, have the essentials—bunks, a refrigerator, an electric stove and a head.

**N**O SPECIAL protocol is followed on board. For instance, whoever happens to be the best cook has the job. As often as not, the cook turns out to be the skipper.

Within 30 hours after *Swifts* arrived in Vietnam, they were in a fight. They engaged the Viet Cong on Phu Quoc Island in the Gulf of Thailand. The *Swifts* pumped mortar fire into three separate Viet Cong concentrations which were threatening a Vietnamese Army post. Their firepower was too much for the enemy; he quit.

There are more than 80 *Swift* boats now operating in Vietnamese coastal waters. The measure of their hard work can be judged by the 72,000 or more junks they stopped



MADE FOR THE JOB—PBRs and *Swifts* (below) are new types of patrol craft designed for the job of policing coast and numerous waterways of Vietnam.





IT'S A WHAT? Modified LCM carries a big fire power punch. Rt: LTJG A. L. Glass loads motor aboard a *Swift* boat.

and searched during an eight-month period.

Most of the junks searched turned out to be nothing more than fishing boats. Others carried supplies, arms and men for the Viet Cong; still others carried draft dodgers and deserters.

The *Swift* boats get very little rest now, and even less is in store for them. Navy plans call for three alternating crews to keep *Swifts* now operating in Vietnam on patrol as long as possible.

**A**BOUT SEVEN months after *Swift* boats arrived in Vietnam, an even newer guerrilla warfare weapon made its appearance. It was the PBR (for Patrol Boat, River).

Specifically, the PBRs' purpose is

to keep the rivers of Vietnam open to peaceful trade and to deny their use to the Viet Cong. They have the distinction of being the first river patrol boats the Navy has acquired since the Civil War.

River boat design has changed during the past 100 years. The current model has a fiber glass hull which is lined with plastic foam to increase buoyancy.

The hull, of course, can't stop bullets but that's a matter of small importance. A PBR, even with holes in the hull, can still remain afloat while all it needs for a repair job is a brush and a "bucket of goop."

The little boats are only 31 feet long and 10 and a half feet wide at the beam. They draw about 12 to 18 inches when dead in the water

but when they're on the move, they can get along on as little as nine.

Power comes from two 220-hp engines and the PBRs are propelled by two water-jet units which obviate the necessity of propellers and rudders. Their top speed, fully loaded, is about 25 knots.

**D**ESPITE THEIR speed and maneuverability, however, river patrol boats have no easy job. But then, a Vietnamese river isn't easy to patrol, at best. It swarms with junks and sampans, any one of which might be helping the Viet Cong. To complicate matters further, a sampan made of bamboo can navigate in only a few inches of water.

These difficulties are compounded by overhanging vegetation under which a sampan can travel practically unseen along the banks of a river or through a mangrove swamp. Control, under such conditions, seemed almost impossible at first glance.

Nevertheless, the job is not impossible and the results are beginning to show. Combat material is now in short supply for the Viet Cong, and VC munitions factories often lack at least one ingredient essential to producing a weapon.

The PBR crews which play a major role in creating these shortages usually are headed by a boatswain's mate first class who is boat captain. One engineman third class is the boat engineer and a gunner's mate third class is both gunner and seaman. An additional crewman can also be carried when necessary. Frequently, this is a Vietnamese interpreter who also knows the peculiarities and geography of the river.

**READY**—Craft of Vietnamese junk division stand by in port ready to chase VC.







LOOT—Captured weapons lie on deck.

Inasmuch as PBRs carry no berthing or messing facilities, they do not operate far from their bases at Can Tho, Nha Be, Cat Lo, and My Tho. A fifth group operates from USS *Tortuga* (LSD 26) which is stationed off the delta river mouths.

**N**EITHER THE *Swift* nor the PBR is a new design. Both are essentially pleasure boat hulls adapted to conditions in Vietnam. There is, however, an unusual type employed by the U. S. Navy in Vietnam. It is called a surface effects ship and three models are now undergoing shakedown under combat conditions.

These new types, which arrived in Vietnam last May, float on a cushion of air over water, swamp and flatland areas and are capable of more than 50 knots when combat-loaded. Logically enough, they are called Patrol Air Cushion vehicles (PACV for short).

The PACV is 39 feet long and 23 feet wide. It carries one .50-caliber machine gun atop the pilot house and individual weapons for the crew.

All three patrol air cushion vehicles now in Vietnam have been brought together to form PACV Division 107, a unit of the Coastal Surveillance Force. The division was given a job betwixt and between the assignments of the *Swift* boats and the PBR. They are to prevent Viet Cong infiltration from the sea and the tidal areas along the river mouths.

A PACV might be sent out on an independent patrol or it might be used to follow up enemy contacts made by other units.

The PACV might also patrol very



SWIFT OPERATOR—Crewman mans tiller of Swift boat on patrol. Below: A Navy patrol air cushion vehicle (PACV) leaves the water to cruise across beach.



AT EASE—PBRs lie along pier at Naval Support Activity Detachment at Nha Be.





HUNTING GROUND—Photo of Mekong Delta points up patrolling difficulties.

shallow water where even low draft boats such as the PBR could not pursue light VC sampans.

Extra crews have been assigned to PACV Division 107 so the new craft, like the *Swifts*, can be kept on station for long periods.

Each crew has an officer in charge, an assistant officer in charge, a gunner's mate and an engineer.

**O**NLY TIME will tell, of course, but it may well be that, when the history of the small combat boats in Vietnam is written, the innovation of the PACV may prove as momentous to sea transportation as the advent of the jet has been to air travel.

Another new type of combat boat may join the PACVs in Vietnam by late next year. A water-jet powered hydrofoil gunboat capable of speeds in excess of 40 knots is now under development.

The use of hydrofoils as combat vessels is not a new one. Models have been built in the past. The current version has the advantage of a simple water-jet propulsion which eliminates the transmission lubrication problems inherent in propeller-driven craft.

The new model will use its water jets both when it is hull-borne and foil-borne. Gas-turbine and diesel engines will drive centrifugal pumps which in turn, will give the water jets their thrust.

The boats will displace about 60 tons and be 71 feet long with a 25-foot beam. They will be armed with a 40mm gun forward and an 81mm mortar aft. Twin .50-caliber machine guns will be mounted on each side of the bridge.

**A**LTHOUGH *Swifts* and PBRs, as well as PACVs and other new combat boat ideas, have more or less monopolized the headlines coming from Vietnam, the old reliables are very much on the job, too. Often they are doing a type of work hitherto unfamiliar to them.

For example, many minesweepers of the U. S. Seventh Fleet are patrolling coastal waters off South Vietnam. Their job is essentially the same as other United States boats patrolling similar areas—preventing the Viet Cong from smuggling goods and arms by sea.

Both oceangoing and coastal minesweepers are used. The larger craft must use their motor whaleboats to inspect Vietnamese boats inasmuch as fragile junks could be smashed to kindling if bumped by a Navy MSO. The smaller minesweepers usually are able to go alongside without the possibility of catastrophe.

The U. S. Coast Guard is also on the job with 26 of its 82-foot cutters which are now painted Navy gray (to reduce reflections at night) instead of Coast Guard white.

**U**NITED STATES Navymen are also found aboard Vietnamese naval vessels such as junks, STCAN, STCAN/FOMs and river assault group boats.

The sizes of these boats run from approximately 35 feet to 50 feet and armament is principally in the form of machine guns, bazookas and individual weapons for the crew.

United States Navymen are on board these boats in the capacity of advisors. In an assignment of this kind an ability to get along and to communicate, despite language difficulties, is a factor which has accounted for the success of the Vietnamese-U.S. Navy teams.

Sometimes the job also requires heroism, as it did with Lieutenant Harold D. Meyerkord, USNR who was a senior naval advisor to the Vietnamese Navy's River Force.

Last year, LT Meyerkord was leading a river sortie into insurgent territory when his boat was ambushed. Although he was wounded in the first fusillade, he returned VC fire at point-blank range until killed.

LT Meyerkord had been directly involved in more than 30 combat operations. For his last and three earlier actions, he was awarded the Navy Cross—posthumously.

**A**DVISORS to the Vietnamese River Force eat, sleep and live Vietnamese-style while on patrol. Sometimes this calls for an ability to fold an American-sized frame into cramped spaces—even smaller than those on a pre-World II submarine. U. S. Navymen with a fondness for rice and seafood find plenty of these two commodities in their diet. This can be much more varied than it sounds.

American Navymen in Vietnam, whether serving in their own boats or as advisors aboard the vessels of the Vietnamese Navy, have a challenging assignment in helping this war-torn nation resist the Viet Cong.

Their work is now bearing fruit and the Viet Cong are feeling the pinch. "Charlie," as the unknown Viet Cong infiltrator has come to be called, still has the advantages that go with stealthy attack and rapid retreat. These advantages will, however, be of little use to him if he is denied the essentials he needs, most of which are now arriving in smaller and smaller quantities from the north—thanks in large part to aerial, coastal and river surveillance.

—Bob Neil





TAKING A LOOK—Minemen using whaleboat inspect a Vietnamese junk.

## MOS: Many-Ships-in-One

**I**F YOU WERE to conduct a survey in WestPac on the variety of jobs performed by a single ship, you'd probably be swamped with record claims—so, it's likely you would end up pigeonholing the idea.

In the meantime, here's a report which would surely rank high among the contenders if such a survey were taken. It comes from Mine Division 91 comprised of *uss Conflict* (MSO 426), *Persistent* (MSO 491), *Dynamic* (MSO 432), *Endurance* (MSO 435), and *Implicit* (MSO 455), all homeported in Long Beach.

The division claims (tongue-in-cheek, we're sure) while on its recent Far East tour that its minesweepers acquired these additional ship profiles: oiler, water lighter, tugboat, stores and refrigerator, repair, hospital, search and salvage, communications relay, command control, hydrographic survey, replenishment lifeguard, gunfire support, patrol and boarding vessel.

Tongue-in-cheek or not, that's a mouthful.

Nevertheless, it represents the variety of tasks required of MinDiv 91 while a member of the Market Time Patrol.

**T**HIS, IT SEEMS, is characteristic of all the smaller ships operating with the patrol, which vigilantly tries to stop the coastal flow of con-

traband by junks and boats to Viet Cong forces.

To do this, Market Time employs destroyer escorts, 82-foot Coast Guard cutters, 50-foot PCF *Swift* patrol boats, and the 165-foot minesweepers.

These U.S. units join the South Vietnamese Junk Force, but, because they are few in number, the members of the patrol are often required to play many roles, including



STAR ADVISOR—LT John E. Locke was awarded Bronze Star Medal for work as shipboard advisor to the Vietnamese Navy's Sea Force on six deployments.

those assignments mentioned before.

This is primarily due to the wide area they must patrol which stretches 12 miles to sea and runs the full length of Vietnam's 1000-mile coastline. Within this area one can count from 4000 to 5000 boats and junks daily, most of which are used for fishing, but any number of which could be unfriendly.

To ascertain their legality, the patrol will often board and inspect the passengers and cargo of suspected junks. If contraband or troops are discovered, Vietnamese liaison officers who ride in all U. S. craft, turn them over to the custody of Vietnam's Junk Force.

In order to counter the enemy's infiltration efforts, the patrol ships and craft often spend long tours on station.

**F**OR INSTANCE, *Dynamic* spent 74 days on one patrol. She was replenished underway 27 times in order to sustain her operations which covered 9000 miles within the inspection zone.

And, there is always the possibility of hostile contact with the enemy.

*Implicit* was fired on by Viet Cong forces while cruising close to shore and was forced to retaliate with her 40mm, 30-and 50-caliber guns.

Another engagement resulted in the decoration of five men from *Endurance*. They were awarded medals for helping to destroy a Viet Cong coastal fortification which they approached in the ship's motor whaleboat. The five men attacked one flank of the enemy stronghold while Vietnamese Junk Force sailors attacked the other. They held their position in the face of heavy enemy fire and relayed spotting information to their ship. *Endurance* was then able to silence the shore resistance with her guns from about 1000 yards.

These encounters are typical of the demands asked of Market Time minesweepers. But, by no means do they encompass all that is expected of them.

Today the minesweeper may serve as a mother ship for servicing and replenishing the needs of the *Swift* boats. Tomorrow, in addition to providing gunfire support to U. S. forces ashore, she might conduct a survey of her own—a hydrographic survey on shoreline depths.



**SILENT SEARCH**—Trainee aboard PBR maintains vigil during early morn cruise.

**T**HE WIND IS COLD as it blows over the water. Except for the distant whine of diesel engines, the bay is quiet. You wait, peering intently into the darkness, trying to distinguish shapes in the shadows ashore.

Suddenly, flashes of light erupt from those shadows as machine guns begin firing.

But this time there is no danger, because you are in Grizzly Bay at

Mare Island, Calif., learning to be a Navy PBR (Patrol Boat, River) crewman. The machine gun bursts are blanks—but the next time they could be from Viet Cong guns, shooting at you from the Vietnam coastline.

PBRs are already operating off the coast of South Vietnam. Many more will eventually be there. As with Navy *Swift* boats and ships

and Vietnamese junks, they stop and search junks and sampans for Viet Cong goods and arms.

Designed especially for work in shallow areas, the PBRs have neither rudder nor propeller. They are propelled and steered by jets of water. The boats have a speed of about 25 knots.

The fiber glass hull is lined with plastic foam for additional buoyancy. Armor plating surrounds the crew positions and engine compartment.

Firepower aboard the PBRs consists of a twin .50-caliber machine gun mounted forward, a .30-caliber machine gun aft, a Mark 79 grenade launcher and two AR-15 light automatic rifles. Small arms kept aboard include a .12-gauge shotgun and .38-caliber revolvers.

Radar is used for navigation. All PBRs are equipped with transistorized FM radio communications systems.

As a future crewman, you will learn gunnery, survival and a little of the Vietnamese language while at Mare Island. You will also learn something about the other crewmembers' jobs.

The four weeks of operational training at the PBR school consist of classroom work and day and night drills with the boats. You are



**Rt:** Men are taught survival swimming.

# School

**TRAINEES** listen to instruction on PBR engines. Crewmen must know every job.







"OVER YOUR HEAD"—Trainees practice with dungaree water wings. Rt: PBR steams at full speed during an exercise.

# for Patrol Boat Crews

taught radio procedures, lessons on boat engines, radar operation and survival swimming.

Though the intense heat, bugs and Viet Cong are missing from the otherwise authentic training area, the serious business of war is in the faces and actions of the students. Young and old alike share the same thought—learn today and survive tomorrow.

Many of the teachers are veteran boat crewmen of the Korean conflict and Vietnam. They teach their charges how to get the job done and how to survive.

One instructor drills home the meaning of what may lie ahead, with the statement, "Expect, but don't ask for, casualties."

"The boats are fast and highly maneuverable," the instructor tells you. "This is your best defense against attack."

As you pull into the bay from the berths at Mare Island, you notice that the boats are quieter than most. Their sound is soft and whining. A chief petty officer has the small wheel in his hands. The junior officer is on the radio. Two seamen are at their gun positions.

Behind you, the boats move out and split into formation. You're heading for your first night patrol. The air is cool and quiet as you

move into one of the sloughs. A slight breeze plays over the water, causing ripples.

You move into the shadows and slow the engines to minimize the noise. You can hear the water lapping at the sides of the boat.

Suddenly there's a voice chattering Vietnamese communist slogans in broken English. Just as suddenly, the flashes and sounds of gunfire

slash at your boat.

As a student, this is your first taste of a night "firefight." Tomorrow there will be more classroom work and swimming. Then you'll be out in the boats again.

The course is tough. But you try to be the best student they've ever had—just to keep from being part of the casualty statistics.

Photos by R. W. Conrad, PHC, USN

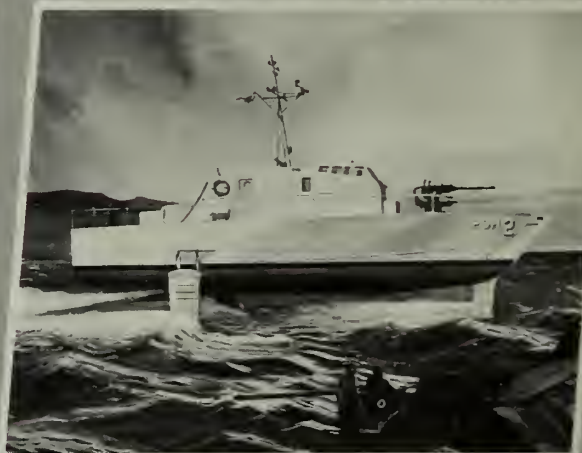
ARMAMENT from PBRs is stripped for maintenance during training session.



# SMALL CRAFT: Big Job in Vietnam



Swift boats have speed to chase Viet Cong infiltrators along South Vietnamese coast. They are distant cousins of World War II PT boats.



Artist's conception of hydrofoil gunboat which may be used in Vietnam. Model being tested in U.S. emphasizes speed, maneuverability.



Rubber boats like this are handy for carrying U.S. Marines into swampy areas to hunt VC. Here men leave USS Weiss (APD 135).



LCVP is representative of many amphibious craft in Vietnam. Here Seventh Fleet Amphibious Ready Group craft returns after landing.



Gunner stands ready with machine gun as new high-speed PBR patrols river.



Crewmen of U.S. Navy minesweeper inspect fishing junk in South China Sea.



Navymen man the helm of a Navy Swift boat as they patrol waters off Vietnam.





USN Patrol Boats, River (PBR) are made of fiber glass and are guided by twin jets of water. In motion, they draw as little as nine inches.



USN Patrol Air Cushion Vehicle (PACV) is newcomer to Vietnam. It not only moves over the water but also can travel across land areas.



Coastal minesweepers (MSC) play a new role in Vietnam. They are used in Market Time patrols which intercept VC men and supplies.



U.S. Coast Guard cutters (26 are now patrolling Vietnamese waters) are painted Navy gray to reduce reflection. They are USCG-manned.



LCMs from an attack cargo ship search dense mangrove swamp for lurking VC.



U.S. Navy Swift Boat (PCF) backs out of USS Camstock (LSD 19) at Qui Nhan.



Skipper of Navy PCF searches horizon for Viet Cong craft infiltrating the area.

# SMALL CRAFT: Big Job in Vietnam (cont.)



Vietnamese Navy River Assault Group boats like this resemble Civil War Monitor. Such patrol boats specialize in counterinsurgency work.



South Vietnamese Navy ST/CANs patrol waterway on lookout for VC. USN advisors work with Vietnamese Navymen in boats like these.



Junk for sail — South Vietnam's Navy uses wind-powered junks, too. Their crews keep an eye on shipping as part of Market Time.



Vietnamese Navy Command junk carries U.S. advisors as it patrols near shore. Junks are usually armed with machine guns and mortar.



South Vietnamese patrol junk with U.S. Navy advisor aboard searches local boat.



U.S. and Vietnamese personnel of river patrol take a break while hunting for VC.

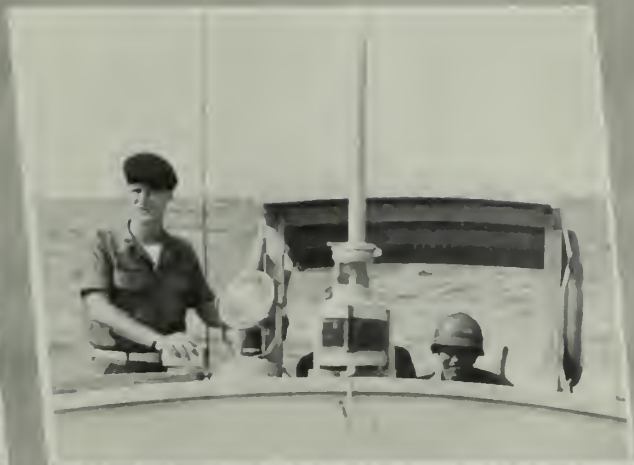


Junk Force radioman mans his post as craft patrols coast in search of Viet Cong.





Vietnamese Navy ST CAW/FOM has V-shaped hull to help make it resistant to mines. These patrol boats usually carry crews of eight to 10.



Members of the team—U.S. advisors work with Vietnamese Navymen in this type of craft and others which search out enemy infiltrators.



Friend or enemy? Except for registration numbers required by the So. Vietnamese government, junks of fishing or cargo fleet look alike.



Gun boat (MSF), a member of South Vietnam's blue-water Navy. Such boats are typical of deep water boats which patrol coastline.



The junk patrol searches a suspicious craft under the eyes of Navy advisor.



Market Time patrols turn up supplies and ammo being smuggled to Viet Cong.



Navy advisor checks progress of repairs at Vietnamese Junk Force repair facility.



DA NANG TUG—USS *Manhattan* (YTB 779) pulls APL from the mud. Rt: The latest in Navy tugs heads for a job.

## Manhattan in Miniature

**I**T IS FOUR in the morning. The Navy tugboat, USS *Manhattan* (YTB 779), steams slowly out into the South China Sea from the port of Da Nang. Her destination is Chu Lai, to return with a berthing ship (APL 5) in tow later that afternoon.

The berthing ship is needed in Da Nang to house the many personnel reporting for duty at the U. S. Naval Support Activity, Da Nang. *Manhattan* will bring her back.

*Manhattan*, commissioned in February 1966, is of the newest type tug in the U. S. Navy. She packs a lot of power. Guiding an aircraft carrier into a harbor used to take six small tugs. Now two tugs like YTB 779 can bring one in without any trouble. These tugs have a crew

of 14 men who eat and sleep aboard.

On the way to Chu Lai, *Manhattan* meets a *Swift* boat which swings alongside to inform the tugmaster, Chief Boatswain's Mate Charles Geber, that all is clear.

Upon arriving at Chu Lai, the tug waits while pusher boats guide an LST through the current. A pilot is sent to the tug to guide the boat around the sandbars and through the narrow opening of the Giang river.

As the tug pulls up beside the APL 5, the crew man their stations and waste no time in securing the two together, showing the teamwork they have developed during the months aboard *Manhattan*. Under the direction of Chief Geber the tug frees the APL from the mud, and

with the help of pusher boats nudges her safely outside the harbor.

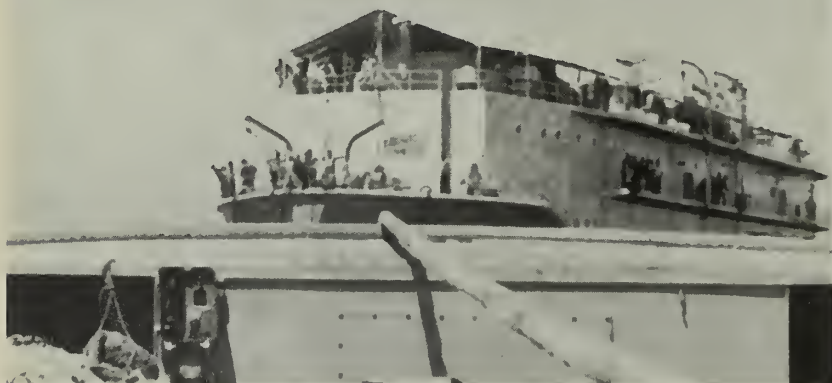
The chief then positions the tug near the bow of her charge while the tugmen tie a line to the bow. As *Manhattan* moves out in front, the men pay out the line. When the berthing ship is about 500 feet behind the tug, the line is made secure.

Upon reaching the mouth of Da Nang port, a radio call is made for a pusher boat to help the tug guide the APL through the ships in the harbor to its anchorage.

With final maneuvering done, the tugboat YTB 779 quickly unhitches and steams down the Da Nang river to another job.

—Story and photos by  
George L. Eldridge, YN3(JO), USN

**FOLLOW ME**—*Manhattan* takes the berthing ship in tow for trip to Da Nang. Skipper gets his ship underway.







AT HOME IN VIETNAM—Odd-looking Navy 'houseboat' known as APL 5 has berthing space for 700 Navymen.

## Noah's Ark of Chu Lai

Here's an odd-looking craft which appears to have sailed straight out of the Bible into the harbor of the Chu Lai combat base. She looks very much like Noah's Ark, but she's all Navy. She's a kind of river houseboat, painted Navy gray. She's APL 5, moored at the LST ramp at Chu Lai.

Each Sunday morning at 1030, the crew's lounge becomes a chapel as U.S. Naval Mobile Construction Battalion Four's Chaplain John C. Haney, Jr., conducts Divine Service.

The congregation is comprised of a mixture of Marines, Seabees, members of shore parties, engineers, and Fleet sailors.

APL 5 is 260 feet long and 48 feet wide. Like Noah's Ark, she has no main propulsion system of her own. She must be towed by tugs and nudged into mooring sites. She came from the Reserve Fleet, Guam, pulled by an oceangoing tug via Yokosuka, Japan, where she was recently outfitted to care more comfortably for the men of the naval supply activity. She has berthing spaces for 700. Her crew of 92 is commanded by Lieutenant (jg) Charles R. Newkirk and four other officers.

The APL's unique "ark-like" sil-

houette is the result of canvas awnings stretched across the boat deck from bow to stern. However, she has mounts for 4-inch/50 caliber machine guns for defense.

APL 5 has all new stainless steel galley equipment, modernized head

facilities, and air-conditioned living spaces.

From a distance, moored as she is near the red sandy beach with its palm trees, the APL 5 looks very much like Noah's Ark come to rest at Chu Lai, South Vietnam.



HARBOR HOME—These APLs (Auxiliary, Personnel Lodging), anchored two miles out in Da Nang harbor, furnish barracks for Navymen working in the area.



**HEADING IN**—First wave of amphibious craft heads ashore during amphibious attack in Vietnam. Below: Marines debark from attack transport *USS Pickaway*.



**COPTERS** bring assault inland.

# Landing

**A**NYONE who watches the late show on television regularly is probably impressed by the sheer numbers of those WW II blood-and-thunder movies of amphibious landings on Iwo Jima, Guadalcanal, and elsewhere. But even if you have been seeing too many of them lately you gotta admit they were **EXCITING**.

Twenty-five years after World War II, we're still making amphibious landings in the Pacific. Nowadays, however, they may not be so exciting—in fact, because of the nature of the current conflict, they may be more aptly described as exacting—and tedious.

However unglamorous today's landings in Vietnam may be, one factor remains the same—they're still involved maneuvers, requiring lots of advance planning, expert timing, and cooperation between Navy and Marine forces.

The pattern for the World War II landings is pretty familiar—

First, the heavy bombardment by the big guns of the Fleet, joined by the aircraft embarked in its carriers, giving the enemy troops dug in on the island a good working over.

Then the frogmen launched from their little rubber rafts carrying sacks of high explosives to the beach. Their

**ALL HANDS**





ALL ASHORE—Marines of Seventh Fleet Amphibious Ready Group hit the beach in raid against VC-held area.

# Force—Then and Now

job was to blow up the man-made obstacles strung along the coast to clear the way for the waves of landing boats.

Hundreds of assault craft maneuvered into position alongside the troop ships to take aboard their load of Marines. Like a medieval phalanx the boats lined up waiting for the order to charge toward the beach and the waiting enemy gunfire.

The order finally came to land the landing forces, and the boats thrust ahead . . . and you know the rest.

**A**FTER WORLD WAR II, the amphibious forces trained, practiced, and prepared themselves to meet similar military situations, and the techniques used in 1943 were pretty much the same in 1950, when two divisions of troops poured into Korea in the brilliant landing operation at Inchon.

Amphibious warfare is defined by an official publication on the subject as "The conduct of military operations in which sizable forces are transferred from sea to a hostile, or potentially hostile, shore, for the purpose of initiating sustained land actions."

U. S. amphibious operations in Vietnam aren't quite like that. The

forces involved are smaller, the tactics have changed, and even the missions are new.

This year's amphibious landings in South Vietnam provide excellent examples of how the official description of a military operation can be somewhat inexact. You may have to bend the book a little to make past techniques fit today's problems.

The lay of the land can change

your thinking. Geography, of course, has a lot to do with tactics, and this is especially true in an operation such as an amphibious landing. If the objective is an island with a wide strip of sandy beach all around it, the assault forces have someplace to go when they land. However, if a 100-foot high cliff comes right to the water's edge, another way will have to be found. Geography is a problem.

DAWN ATTACK—Navymen control landing of amphibious craft in Vietnam.







**MORE POWER**—Ontos on LST helps lay down support fire during landing.

**R**ECENTLY, landing operations have centered in an area called the Rung Sat, which in Vietnamese means dense jungle. U. S. troops have learned to call it other things. The whole region is covered with thick mangrove swamps, so thick that a man with a full pack often finds himself thrashing around for 20 minutes in an effort to advance 20 feet.

In this area, landings over the beaches are somewhat impractical. There is a small beach, of course, but when the troops have crossed it, there is practically nowhere to go. At least, not effectively.

For this reason, the assault forces operating in the Rung Sat area have

taken a tip from the enemy. The Viet Cong use the many rivers like roads through the jungle, moving supplies and equipment from place to place in homemade sampans and junks. U. S. forces and their Vietnamese comrades have taken to the rivers, too.

Many of the landings are being made along the banks of the Soirap River, in an effort to find and destroy the concentrations of Viet Cong guerrillas entrenched in the swamps. From the amphibious ready group in the South China Sea, the landing forces are dispatched up these rivers, with orders to seek out the enemy.

When the World War II order was given to land amphibious craft, it

meant hundreds of boats churning toward the beach. Today's landing force usually consists of about 20 landing craft, gliding up the river one behind the other in a convoy. It's an odd looking group, often surrounded by Vietnamese Navy junks, who join U. S. Navy gunboats and *Swift* boats to form a protective screen for the troop-laden landing craft.

**I**N PREVIOUS YEARS, amphibious forces have been trained to think in terms of the big push, with thousands of men rushing over the beaches in one big landing operation. Today's landings are more like a series of small nudges, up and down the rivers of the Rung Sat.

Because of the difficulty in movement overland, the concept of vertical assault has proven highly effective against the Viet Cong in this region. But here, too, there are problems of terrain. The helo pilot may see a patch of seemingly clear ground on which to land, that turns out to be an uninviting spot into which to jump. During a recent landing, the embarked Marines jumped into water up to their waists, then spent the next 24 hours up to their necks in it, as they painstakingly searched for the Viet Cong.

But the real key to the assaults on the river banks is the old reliable LST, or tank landing ship. Where deep-draft ships simply can not make it up the rivers, the LSTs, with their shallow draft, can make it with ease. They slip up the rivers, stick their

**THIS IS A BEACH?**—Amphibious landings in Vietnam require dexterity. Here unit tries a landing in mangrove swamp.





noses into the swamp along the river bank, drop the ramp, and unload their cargo of troops.

The LSTs often have unusual configurations. With only a couple of machine guns for firepower, the amphibious forces have come up with yet another example of improvising to get the job done. The LSTs' firepower is increased by strapping an antitank vehicle (called an *Ontos*) to the deck, and using its guns against the Viet Cong on the river banks.

Although the blast of the *Onto's* gun sometimes shakes windshields out of the embarked vehicles, and breaks light-bulbs throughout the ship, it provides an excellent means of fire support for the landing force.

Where World War II assault troops were often two or three divisions strong, the Rung Sat landing forces are usually only of battalion size, and are known as the Special Landing Force. Their mission is to search and destroy. When they are landed, they fan out and search for the Viet Cong, when intelligence reports have previously indicated they are established in the area.

**H**ERE AGAIN, today's landings have changed quite a bit since the World War II actions. In those days, the concept was to land the troops, establish a beachhead, then push inland until the island was taken.

In Vietnam, the troops land, flush out the Viet Cong, then return to the river bank and the waiting landing craft. Then, on to the next landing zone. Where large-scale landings have always been known as assaults, these relatively small probes are called raids.

Although these raids are normally search-and-destroy operations, the jobs assigned to the landing forces

**AROUND AND AROUND**—Assault craft circle landing ship dock USS *Alamo* (LSD 33) in preparation for amphibious landing during operation Deck House II.

are not always destructive. For instance, one amphibious landing early this year was designed to save the rice harvest of a small South Vietnamese village. The landing force was put ashore, then the troops took up positions all around the village and its rice paddies.

The presence of the U. S. troops discouraged an attempt by the Viet Cong to raid the village and destroy the rice harvest. When the rice was safely garnered, the U. S. forces left the area.

Another nondestructive element being used extensively in the Vietnam amphibious operations is the Civic Action Team. Made up of a doctor and a few hospital corpsmen and dental technicians from the ships of the amphibious ready group, these small teams land with the Marines during each amphibious assault.

Besides the Viet Cong, the South Vietnamese villagers have other

problems. Sickness is one of them. The civic action team sets up a clinic in the village, enabling the people to receive much-needed medical attention. This goes over big with the villagers, and makes friends for our side.

In one visit recently, 150 dental extractions were performed; over 400 patients were treated for various illnesses, and medicine, soap and vitamins were distributed among the villagers.

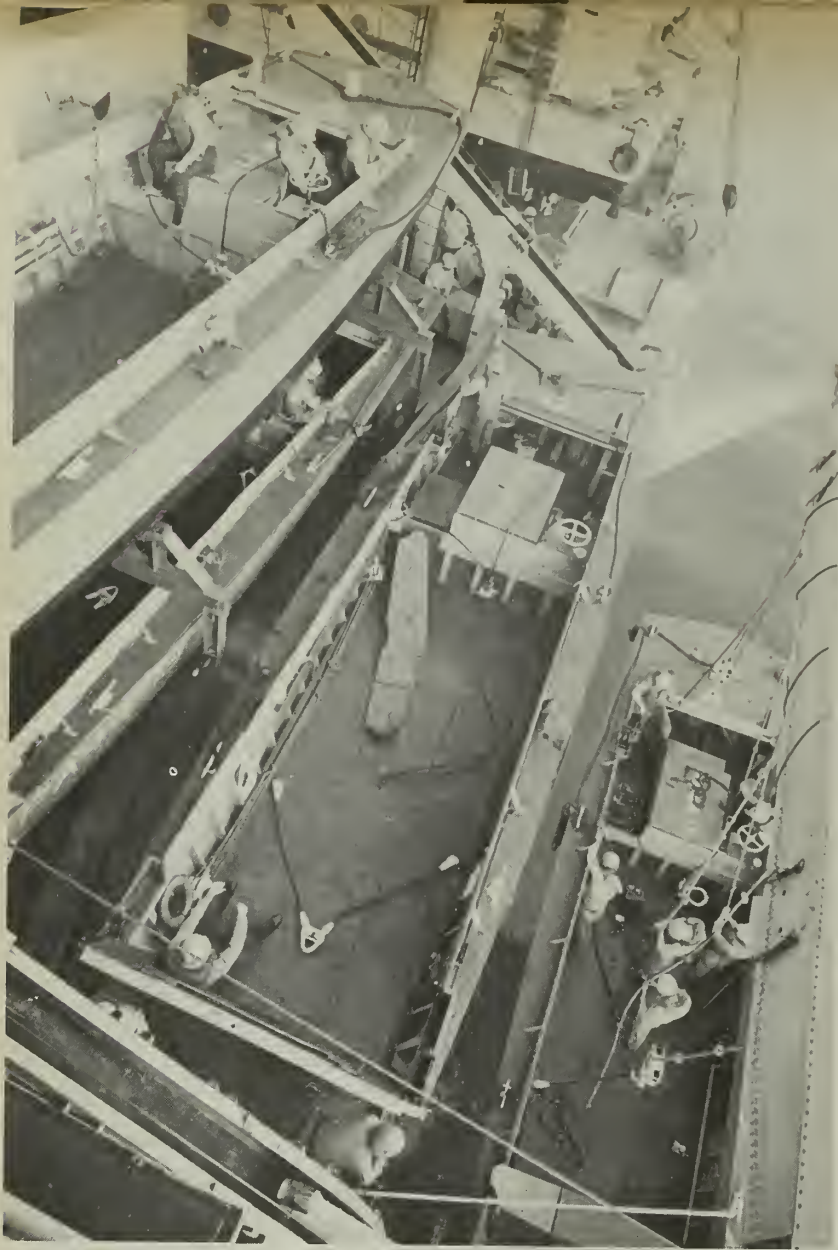
The war in Vietnam has presented many new problems to U. S. forces fighting there. However, the Navy has always met fresh problems with even fresher solutions. Hence, the new look in amphibious operations in the Pacific.

Feature length movies were needed to tell of the Iwo Jima and Guadalcanal landings. In Vietnam, a long series of short shorts would do.

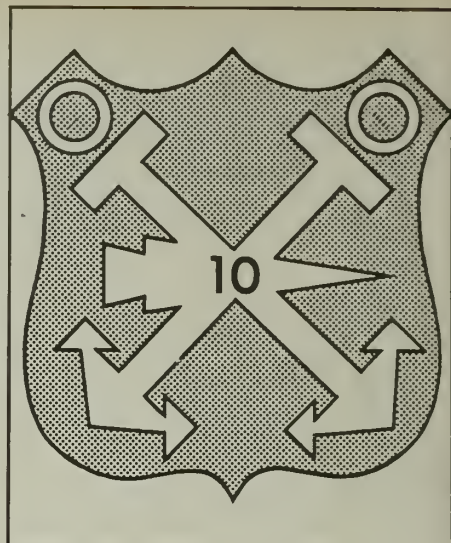
—Jim Teague, JO1, USN

**LOOK OUT VC**—Smoke rises from strike by bombers as VC is softened in amphibious search and destroy operation.





**FAST WORK**—Fremont crew unload all boats in less than 23 minutes. Below: Captain Casey, Fremont CO, commended crew for work at awards ceremony.



SHIP won plaque for 10 "A" awards.

## It's Ten

**A**S FAR AS anyone aboard *uss Fremont* knows, only one U.S. Navy ship has ever won 10 straight amphibious assault awards, and that's a 23-year-old attack transport—named *uss Fremont* (APA 44). Now, she's going for 11.

*Fremont* is a top performer in her field because her crew members—every one of them—want it that way. They're proud of their record; they're determined, dedicated, and good.

Not content with doing merely what is required of them, the entire crew competes, by division, rating and individual, to see who can do the best job in the least time, on the winches, the bridge, the hatches, the phones and the boats.

Stewards, storekeepers and yeomen join boatswain's mates and enginemen in manning hatches and winches, and launching and operating the ship's 21 landing craft. Everyone is involved.

The 10th award was earned at the end of *Fremont's* 10th Med cruise. At that time, *Fremont* earned a 94.6 score. Her 21 boats hit the water in 19 minutes, swiftly and safely.

*Fremont* and her men have been setting this kind of pace since 1943 when she was commissioned at Pascagoula, Miss. (as a merchant ship). Recommissioned that fall as an attack transport, APA 44 sailed to the Pacific where she earned a distinguished war record, including com-





HERE IT IS—Richard McBride, BT2, accepts plaque for *Fremont* crew. Rt: LCM goes over the side for an exercise.

# in a Row for *Fremont*

bat at Saipan, Peleliu, Leyte, Lingayen Gulf and Iwo Jima.

Since then, in addition to her 10 Med cruises, *Fremont* has deployed seven times to the Caribbean. And there have been numerous operations off the East Coast.

The crew's enthusiasm and initiative in making little adjustments and improvements throughout the ship-to-shore landing operations help make the award-winning difference. The leading petty officers know their business, set high standards, and work hard to get the best results.

Thirty-two *Fremont* sailors, led by John H. Soucy, boatswain's mate first class, make up the boat group. The men watch each other and

when one does something special, the others pick it up. New men aboard soon realize they're in fast company.

As a salute to all the men in the past 10 years who have helped *Fremont* earn the 10 awards, the man with the longest time aboard, Richard A. McBride, boilerman second class, received a special plaque from Commander Amphibious Force.

Only *Fremont* can display the new plaque, for it was specially designed and authorized for the 10th award. Seaman Richard L. Snow won an insignia contest held after *Fremont* realized adequate hashmark room was lacking on the bridge. Approval came from the Chief of Naval Operations.

Any other ship that can equal *Fremont's* 10 straight can also paint on the insignia. But for a year at least, only *Fremont's* bridge will have the honor.

About 200 dependents of *Fremont's* crew attended the ceremony in Norfolk. Then they were taken to sea for a one-day cruise to watch their men demonstrate their skills.

Former commanding officers who helped the ship win its 10 awards also were invited to the ceremony.

Now, *Fremont* will have to lay her amphibious assault award on the line this fall or early winter.

*Fremont* men aren't unduly concerned. By this time, they hope they know how to win.

—Joe M. Law, JOCM, USN

FREMONT SKILLS—Cargo net (l) gets repaired. Boat crew (c) prepares for hoisting. Boat (r) comes alongside ship.



NOVEMBER 1966

21





COLLECTORS—PMU men get insects from trap, dip mosquito larvae from stream and identify species of a mosquito.

# Battling Enemy# 2

**T**HERE ARE 38 Navymen at PMU Da Nang. In their personal war the Viet Cong are a nuisance and disease is the enemy. Their greatest worries are the mosquitoes. And the rats.

PMU stands for Preventive Medicine Unit. The Navymen combat cholera, typhus, plague, encephalitis, dengue and malaria in the 66,000 square miles of the First Corps area between the 17th parallel and Quang Ngai.

One of the unit's five sections operates a laboratory at the Force Logistics Support Group in an area west of the Da Nang Air Base. The lab is equipped specifically to perform bacteriological tests.

When someone in the area is afflicted with an infectious disease, it is often this lab which makes the positive identification of the specific bacterium or parasite which is causing the illness. Early diagnosis is essential for proper treatment of the patient and, in certain situations, for prevention of spread of the disease.

The Medical Service Corps officer and his three enlisted assistants at the lab also examine biological specimens collected by other members of the PMU.

**T**HE UNIT also has an entomology section — a mobile bug group, to be nontechnical. An MSC officer and five enlisted men keep track of insects, especially mosquitoes.

When there is an outbreak of malaria, the entomology group is sent to the location where they collect mosquito specimens and decide which of the many varieties is the culprit.

Once the carriers are identified, chemicals are used to kill them. A survey of the mosquito population is made before spraying and is matched with a later one to determine the effectiveness of the spraying. The region is then watched carefully for any sign of return of the problem.

In the course of their work, the

entomology group has classified more than 3600 insect species. Their collection of insects prevalent in Viet Nam is one of the world's most extensive.

When spraying the area to kill the mosquitoes is indicated, the assignment goes to Lieutenant Berlin Taylor, a former hospital corpsman who is now an MSC officer. He and his vector control team of a dozen men use a helicopter which has been modified for insecticide dispersal.

The airborne spraying apparatus is often used to clear areas of insect pests. Locations such as Camp Tien Sha, the main berthing cantonment for the Naval Support Activity, Da Nang, and other areas within the city are frequent targets for spraying. An overabundance of pesty insects, even though they do not carry disease, can have unsettling effects on morale.

**A**NOTHER SPECIALTY of the Preventive Medicine Unit is mammalogy. A five-man team collects and identifies the various local species of mammals, and watches them carefully for indications of disease. This team has collected over 250 rats in 14 species alone, not to mention a long and varied list of snakes, squirrels and shrews.

The mammalogy group occasionally makes a spectacular find. Hospital Corpsman Third Class Thomas J. McIntyre and Hospital Corpsman First Class Paul F. Ryan recently returned to headquarters with a douclangur, a rare primate which, according to one source, has not been found in a zoo since 1880.

—Howard M. Geiger, YN1, USN

CHEMICAL SPRAY is spread over jungle via helicopter to kill mosquito larvae.







# Going Up

**I**T'S ALL IN a day's work, the work of MCB Eleven's steelworkers on site at Da Nang, Vietnam. This series of photos shows the Seabee teamwork exercised in the erecting of heavy steel building frames for a warehouse.

*Clockwise from the Top:* (1) Foundation and deck of Building Thirteen have been completed and the building frames assembled and laid out ready for erection. (2) At 1:30 in the afternoon approximately 70 per cent of the frames have been put in place and roof purlins have been placed in four bays. (3) Last frame is bolted into place at about 4:55. (4) This is a view of the day's work. All 44 steel frames have been erected; 50 per cent of the sidewall girts, 40 per cent of the roof purlins and all 80 eave struts are in place. (5) This is the building team after the day's work. Crew consisted of 16 Navy steelworkers, 18 Vietnamese workers and a crane operator. (6) Seabee teamwork goes into play in the tricky and delicate operation of setting an assembled frame into place. Here, the third frame is being placed after about 30 minutes on the job.







CATMEN of USS *Oriskany* hook catapult bridle as plane is readied for mission. Rt: Cargo is offloaded at Da Nang.

# View from the Front:

*Rounding out the headlines from the latest news from Southeast Asia is this series of reports of varied Navy activity in Vietnam. ALL HANDS continues to report the background story that comes directly from Navy ships and units on the scene.*

## Scratch Two Migs

Commander Harold L. Marr is handy with scissors, as he proved recently in the skies over North Vietnam. In this case, of course, the scissors were not the cloth-ripping kind, but a nickname for a type of dogfight maneuver, which usually re-

sults in the ripping up of one of the aircraft involved.

It happened about 31 miles north of Haiphong, when four Mig-17s attacked a flight of F8 *Crusaders* from the carrier USS *Hancock* (CVA 19). Chalk up a Mig for CDR Marr.

The four *Crusaders* were flying combat air patrol, protecting A4 *Skyhawks* bombing the Dai Tan military complex, when the Migs came at them.

As the Migs made a low run attack from below the *Crusaders*, the Navy flyers broke into their formation, and there ensued a three- or four-minute dogfight, with all eight jets turning

and twisting at high speeds.

CDR Marr got the advantage of one of the Migs, and launched his *Sidewinder* missiles at him. The first missed the mark, but the second sent the Mig crashing to the ground.

Then CDR Marr found himself astern a second Mig. Having run out of *Sidewinders*, he began firing his 20mm cannon at the enemy fighter. He later reported that he was chewing on the Mig's starboard wingtip when he ran out of ammo and had to return to the ship.

If CDR Marr's wingman, Lieutenant (jg) Philip V. Vampatella, was disappointed in not getting one of

**BIG BIRD GOES HUNTING**—P-5 *Marlin* takes off near tender USS *Salisbury Sound* to patrol Vietnamese coast.







DESTROYERS give gunfire support.

# Vietnam

the *Migs* himself, his disappointment was not to last long. Less than two weeks later, he got one of his own.

His was one of four F8 *Crusaders* flying protective cover for the pilot of a downed F8 photo plane. Vampatella's *Crusader* was hit by ground fire, which tore off part of his plane's tail section.

With his aircraft damaged, Vampatella started back to *Hancock*. Meanwhile, four *Mig-17s* attacked the *Crusaders* that remained over the downed flyer. Hearing the alert, Vampatella turned back.

Although his plane was badly damaged, and difficult to control at high speed, he remained in the fight until his fuel was so low that he could stay no longer.

As he broke away and headed back to the ship, one of the *Migs* trailed him. Vampatella went to afterburner, and finally saw the pursuing aircraft make a turn to the left, giving up the chase.

At this point, Vampatella turned his *Crusader* to a firing position, and let loose a *Sidewinder* missile, which went up the tail pipe of the *Mig*, leaving it burning and trailing smoke in a steep descending turn.

Vampatella then returned to his ship.

## Single-handed

A *Skyhawk* pilot from the carrier *USS Ranger* (CVA 61) flew his



11th combat sortie with a shoulder full of shrapnel, and was awarded a Silver Star as a result.

Just as Commander Milton J. Chewning, Commanding Officer of Attack Squadron 55, passed over the coast of North Vietnam, a burst of antiaircraft fire exploded outside the cockpit of his *Skyhawk*. The explosion hurled fragments of shrapnel through the cockpit, hitting the pilot in the shoulder and leaving his right arm useless.

Instead of returning to the carrier immediately, CDR Chewning continued with his mission, shooting up a road target. He then headed for the carrier.

When *Ranger's* commanding officer learned of the pilot's shoulder wound, he prepared the ship for an emergency landing. A flight surgeon was stationed aloft in a helicopter, and another on the flight deck. All emergency rescue equipment stood by.

Despite his problems, CDR Chewning's landing was near-perfect.

## Many Forms of Gunfire Support

Seventh Fleet destroyers are being called upon continuously to provide gunfire support for U.S. and South Vietnamese troops engaged in combat near the coast of South Vietnam.

From the ground troops' point of view, these destroyers and their

five-inchers are handy to have around, whether you're trying to beat off an attack on your outpost, or you're launching your own offensive.

*USS Richard E. Kraus* (DD 849), *John W. Thomason* (DD 760), and *Dyess* (DDR 880) are some of the DDs that have been there when ground troops called for support.

*Kraus* recently received an honor known by few ships, when a bridge north of Da Nang was named, unofficially, by the defending troops in her honor.

Frequently during a three-day mission, *Kraus* provided the necessary punch to allow the troops to defend the bridge successfully against repeated attacks by the Viet Cong.

As a direct result of *Kraus's* pinpoint accuracy with her gunfire, the bridge remained open and in friendly hands.

In a two-hour bombardment, *John W. Thomason* destroyed a Viet Cong complex near Tuy Oa, South Vietnam, her juiciest target since she began gunfire support missions.

The target was a trail leading along a high ridge and down into a pass between two hills, the suspected route of a concentration of Viet Cong troops.

As *Thomason* began firing at the ridge, an airborne Army spotter



**HOT SPOT**—Copters deliver Marines for clearing operations south of Chu Lai.

"walked" the five-inch projectiles along the ridge and into the pass. Then the spotter directed *Thomason's* fire at the Viet Cong headquarters at the end of the trail.

No sooner had *Thomason* finished firing at the ridge line than she was requested to take a Viet Cong camp.

The camp lay along a secluded inlet, almost completely covered by foliage. The inlet was jammed with small boats, and as *Thomason* began firing, columns of water and shattered boats were blown high into the air.

Three large secondary explosions were observed in the camp, followed by a tremendous fireball and a column of dense smoke, probably resulting from a hidden gasoline storage area.

At the end of the mission, *Thomason* received word that she had destroyed 45 structures, damaged 20 others, and destroyed 25 small boats.

*Dyess* provided bombardment from a shipping channel in the lower Rung Sat area, firing in support of search and clear operations by South Vietnamese army units.

Several times *Dyess* was hastily summoned from her up-channel position to lend emergency support to South Vietnamese troops attacking a large Viet Cong camp 20 miles up the coast from Vung Tao. On one such occasion, *Dyess* destroyed structures, earthen emplacements, silenced ground fire directed at the spotter, and left a number of Viet Cong casualties.

### Doc Speaks the Language

When the cry "Get the Doc up here"! rings out, it usually means there is a wounded Marine or Vietnamese soldier to be attended. Not always.

If that particular corpsman's name is Louis L. Piatetsky, HM3, it could mean there is a prisoner to be questioned, for Doc Ski also acts as the unofficial interpreter and interrogator.

Piatetsky's command of Vietnamese, learned at a language school on Okinawa, has enabled him a number of times to question prisoners and possible Viet Cong suspects.

"I think my greatest help to the company," says Piatetsky, "is when we pass through a village on sweeps. I question the villagers to find where the VC hide, where there is drinking water, and if any mines or booby traps are in the area."

When administering to the wounded, Piatetsky can usually be found in a Vietnamese village administering to the medical needs of the people.

In many villages he is known as "Bac-se Lou," meaning Doctor Lou. He has struck up a friendship with a Vietnamese corpsman who helps further his knowledge of Vietnamese. Whenever he can, Piatetsky uses the language and tries to learn new words and phrases.

### Seventh Fleet Carriers at Work

As most people know, launching air strikes against North and South Vietnamese targets is a continuing job, with little rest for the carrier's crew, or her embarked air wing.

*USS Intrepid* (CVS 11), and *Constellation* (CVA 64) have been par-

**IT'S A LARK**—LARC rolls off LCU during Operation Hastings to deliver supplies upriver to Dong Ha airstrip.





ticularly busy lately.

Atlantic-based *Intrepid* found her first month of operations as an attack carrier with the Seventh Fleet a little hectic. The day *Intrepid* arrived on station she launched her first strikes against enemy targets. In the ensuing weeks her pilots flew more than 2400 aerial sorties, and dropped some 2700 tons of bombs.

During a 31-day period, the carrier went alongside replenishment ships 50 different times, often next to the same ships two or three times the same day. The pattern was set by the air operations schedule, which called for launch and recovery at short intervals. *Intrepid* would go alongside and begin the required replenishment, interrupt it when planes were launched or recovered, then go back to filling up as soon as the aircraft cycle was completed.

The Fleet oilers, which fastened their lines to *Intrepid* about every third day, pumped nearly five million gallons of fuel oil and aviation fuels into the carrier's storage tanks. Of the aviation fuels, some 2.1 million gallons were consumed by *Intrepid's* A1 *Skyraider* and A4 *Skyhawk* aircraft.

In ammunition transfer, the carrier took aboard more than 2300 tons of bombs, rockets, 20mm machine gun bullets, and related ordnance items.

Replenishment ships highlined nearly 700 tons of food and stores to the flattop. During the period, the ship steamed more than 10,500 miles in her operations on Dixie station—operations reportedly executed without a hitch.

*Constellation*, a recent returnee to the South China Sea, has been rack-

ing up some statistics of her own. In her first nine days on station, Carrier Air Wing 15's total confirmed bomb damage assessment included the destruction or damage of 117 water vehicles, 74 buildings, 32 railroad cars, and 21 motor vehicles.

Some rail tracks were ripped up, in places for as much as 300 yards, eight petroleum-oil-lubricant (POL) sites were hit, one ammunition depot and a fighter control radar site destroyed, and at least three *Sam* or anti-aircraft sites destroyed or damaged.

*Constellation* crewmen feel that's not bad for openers.

#### By the Deep, Fire

Navy men manning hydrographic soundboats are normally more concerned with measuring the depth of shallow offshore waters than firing a machine gun at an enemy dug in on the beach. But a soundboat crew

from *USS Maury* (AGS 16) proved recently that they are at home in either instance.

*Soundboat 7* was running sounding lines near Chu Lai, when she was taken under fire by automatic weapons from the beach, about 150 yards away.

Crewmembers on the soundboat were quick to return the fire with small arms. The coxswain swung the shallow-draft boat around to withdraw from the beach just as a second burst cut across the bow at deck-house level. Several bullets struck the craft, one of which passed through a window and just missed a fathometer operator. *Soundboat 7's* crew silenced the enemy with fire from her 50-caliber machine gun.

The officer in charge of the soundboat credited his crew's quick reaction in manning their stations and returning fire for holding damage to a minimum and averting casualties.



MAKING ROOM—Harbor Clearance Team raises river steamer sunk in 1945.

NIGHT AND DAY—*USS White River* (LSMR 536), with firepower of four destroyers, fires in support of troops ashore.







## Seeing the S

**R**ECENTLY the Commander of the Seventh Fleet made a protocol visit to Thailand. This involved a port call to Bangkok for the admiral's temporary flagship, the guided missile destroyer *USS Buchanan* (DDG 14).

The moral: It is good to serve aboard a COMSEVENTHFLEET flagship.

Full day tours of the city were arranged for the 350 *Buchanan* Navy-men. Bangkok has long been a tourist attraction. Among other sights, a visitor can find no less than 300 temples within the city, including the Wat Trimitr with its five-and-one-half-ton solid gold Buddha.

Bangkok was once called the Venice of the East, but most of the



**ALL HANDS**





# Sights in Thailand

klongs (canals, to Westerners) which once served as city streets have been filled to make room for modern highways. Some remain, however, and the guided tours took *Buchanan* Navymen to visit a floating market via water taxi.

The more ambitious Navy tourists climbed the steep steps of the Temple of the Dawn for a view of Bangkok's skyline along the Cao Phya River. Further upriver were the royal state barges, a small fleet of elaborately carved and decorated wooden boats, once used by Siamese kings for visits to the country areas.

Another popular sight was the Grand Palace and the adjoining Temple of the Emerald Buddha. The temple contains intricate ex-

amples of ancient Thai, Laotian and Cambodian architecture.

Visits to the market places were also popular.

Clockwise from Upper Left: (1) Touring Navymen view royal barges. (2) Floating market outside Bangkok has produce brought in from jungle farms. (3) Royal Thai Navy chief teaches *Buchanan* sailors Thai formal greeting. (4) Unusual architecture is explained by guide. (5) Local monkey business. (6) Some saw the famous Thai silk being woven. (7) A look-see at the Golden Buddha at Wat Trimitr. (8) Destroyermen shop for a jewelry bargain. (9) Colorful Bangkok was recorded on film by many. (10) Climbing steps at Temple of Dawn.





# LETTERS TO THE EDITOR

## Defense Ribbon Is Authorized

SIR: Recently several men from the west coast have reported to our command wearing new National Defense Service Ribbons. They say the award has been authorized, but can't quote any specific directives.

Is the ribbon regulation? If so, what is the directive which authorizes it?—P. W. O., YN2, USN.

• It certainly is. The National Defense Service Ribbon was authorized by SecNav Notice 1650 of 5 May 1966.

As you probably know, the award was previously authorized for men who served honorably between 26 Jun 1950 and 28 Jul 1954. Last January, Executive Order No. 11265, amending Executive Order No. 10448 further announced eligibility for those who serve honorably after 31 Dec 1960 and a terminal date to be announced.

There are several exceptions. Generally speaking, eligibility may not be earned by very short periods of active service. Guard and Reserve forces on short tours of active duty to fulfill training under an inactive duty training program are not authorized to wear the medal as a result of such duty. The same holds true for people on temporary active duty to serve on boards, courts, commissions and such, or those on active duty for the sole purpose of undergoing a physical examination.

Navy men who are eligible may buy the ribbon and wear it—or may wear a bronze star in lieu of the second award, when appropriate.

The National Defense Service Medal, however, is not yet available for distribution. When an adequate supply is procured, information will be published regarding method of issue.—ED.

## Advancement as Reservist

SIR: I am due to be released from active duty in March 1967, at which time I intend to enter the Naval Reserve. This August I took the examination for second class.

If I am authorized for advancement, and accept, I understand it is necessary to obligate for one year's service beyond the date of promotion. If I do not choose to do so, could I accept the advancement as a Reservist?—D. R. B., YN3, USN.

• Yes. But you could not assume the higher rate until you were separated if your advancement came before your EAOS.

For men on active duty, advancement is authorized only when there is

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at least one year's obligated service beyond the effective date of advancement. If the date is before your separation, you will remain a PO3 until after being released from active duty, then apply for the higher pay grade, as a Reservist, under the provisions of BuPers Inst. 1430.1E.

If the effective date of advancement is later than your EAOS, you apply for advancement under the terms of the same directive and assume the new pay grade on the date authorized by Bupers. By then, of course, you are a Reservist.—ED.

## Origin of Quartermaster Rating

SIR: I'm seeking a definition for the title Quartermaster as it is used in the Navy.

As you know, this title in the Army more or less implies the true meaning of the word—one in charge of quarters, berthing, messing, supply, and so forth. In the Navy, however, it refers to those persons concerned with navigation and shiphandling arts.

Undoubtedly the naval term stems from the days of wooden ships and iron men when, perhaps, the navigation officer wore several hats. What's your definition of quartermaster?—J. R., YNC, USNR.

• In the early days, when ships were

## Appointment for Warrant

SIR: I have been selected for warrant officer with an appointment date of 1 Feb 1967. My present enlistment will expire on 20 March. Will I be allowed to reenlist three months early? The reenlistment bonus and cash for unused leave would come in handy.—F. V. P., AOC, USN.

• Your concern is understandable, but no. Since your enlistment expires after your date of promotion to WO-1, you may not be discharged early for the purpose of reenlistment.

Check the "BuPers Manual," Article C-1403.—ED.

considered to be merely platforms from which soldiers fought, seagoing quartermasters actually were soldiers assigned as "masters" of the "quarters" on ships carrying troops. These men performed the same quartermaster duties aboard ship as they did with troops ashore.

Later, it became the custom to have these masters of the quarters remain on board after the troops were disembarked. Since there were no soldiers requiring their services, the quartermasters were assigned other shipboard duties. Eventually, they became part of the ship's crew.

By Farragut's time the quartermaster was well on his way toward becoming what he is today: the secretary, assistant, and general right-hand man of the watch officer and the navigator in everything pertaining to navigation.

These comments on the evolution of the quartermaster are based upon the Navy Training Course for Quartermaster 3 & 2 (NavPers 10149-B, page 1). Perhaps some ALL HANDS readers will inform us of other sources.—ED.

## Was Your Ship There? Many Were

SIR: On the morning of 29 Jan 1945 an amphibious landing off the coast of Zambales in the Philippine Islands proved to be one of the more pleasant surprises of the liberation of Luzon.

At that time, Task Group 78.3 was to land 30,000 troops to protect the flank of the Sixth Army on its march from Lingayen Gulf to Manila.

While reconnoitering the beach near the little towns of San Antonio and San Narciso, the advance force was met by local guerrilla forces in banca boats. The guerrillas were shouting "liberty," proclaiming that the enemy forces had been cleaned out and the coast was in friendly hands. The landing was then accomplished rapidly without a shot being fired, hastening the liberation.

My question is, do you know which ships took part in that amphibious operation? The most informed source I have found is Morison's *History of U.S. Naval Operations in World War II*, but even this source provides only an incomplete listing of TG 78.3 and its supporting units.

The occasion which prompts this inquiry is the presentation of a plaque to the towns of San Antonio and San Narciso, to commemorate the long history of Filipino-American cooperation. The U.S. Naval Communication



Station at San Miguel, which lies between these towns, still enjoys the friendliness and cooperation demonstrated that morning in 1945.—F. M. R., CAPT, USN.

• We consulted the Naval History Division on your question, Captain, and they provided us with an extract from the CTG 78.3 "Report of Amphibious Landings in Zambales Province, Luzon, P.I." dated 4 Mar 1945.

The narrative describes the mission of the landings as follows:

To land the assault forces of the XI Corps Headquarters, composed of the 38th Infantry Division and the 34th RCT of the 24th Infantry Division, together with their supplies and equipment, in the Zambales area and support the landing by close gunfire and air support, in order to block hostile retirement into Bataan Peninsula."

An additional mission was to open and occupy Subic Bay.

Other readers might be interested in the names of the participating ships. Recognize any of them? Here goes:

The combat vessels included: *uss* Charles J. Badger (DD 657), Isherwood (DD 520), Luce (DD 522), Picking (DD 685), Sproston (DD 577), Wickes (DD 578) and Young (DD 580).

The amphibious warfare ships included *uss* Mt McKinley (AGC 7); Alcyone (AKA 7), Algol (AKA 54), Alshain (AKA 55), Aquarius (AKA 16), Arneb (AKA 56), Auriga (AKA 98), Capricornus (AKA 57), Chara (AKA 58), Mercury (AK 20), Alpine (APA 92), Appling (APA 58), Baxter (APA 94), Cavalier (APA 37), Custer (APA 40), Du Page (APA 41), Elmore (APA 42), Harris (APA 27), Haskell (APA 117), Lamar (APA 47), Pierce (APA 50), Sarasota (APA 204), Sheridan (APA 51); Cofer (APD 62), Kephart (APD 61), Lloyd (APD 63), Newman (APD 59), Rathburne (APD 25). A number of landing craft were included in the contingent. Among them were: LCI's 225, 226, 337, 338, 340, 341, 688, 985, 986, 987; LCS's 7, 8, 26, 27, 48, 49; LSM's 63, 64, 66, 67, 68, 268, 269; LST's 453, 463, 552, 553, 555, 558, 565, 569, 573, 583, 592, 606, 609, 612, 623, 631, 636, 658, 662, 669, 679, 680, 693, 703, 707, 714, 734, 735, 736, 737, 740, 745, 746, 775, 908, 910, 922, 924, 990, 999, 1006, 1014, 1024, 1025 and the vehicle cargo ship, then referred to as landing ship, vehicle Monitor (LSV 5).

Among the mine warfare ships were: *uss* Pursuit (AM 108), Requisite (AM 109), Sage (AM 111), Salute (AM 294), Saunter (AM 295), Scout (AM 296), Scrimmage (AM 297), Scuffle (AM 298), Sentry (AM 299), Triumph (AM 323); the minelayer Monadnock (CM 9); and the motor minesweepers YMS 6, 8, 9, 50, 53, 68, 158, 219, 243, 286, 314, 334, 336, 342, 353, 360, 363, 398, and 408.

The patrol ships included the escort ships *uss* Day (DE 225), Eugene E.



YARD OILER Casinghead steams out to refuel ships in Yokosuka, Japan.

Elmore (DE 689), George A. Johnson (DE 583), Leslie L. B. Knox (DE 580), McNulty (DE 581), Metivier (DE 582), and Riley (DE 579); the submarine chasers SC 521, 667, 995, 1327; PC 1119, 1122 and 1133, and the frigate Warrego.

Auxiliary ships included the transports *uss* Golden City (AP 169), La Salle (AP 102), President Polk (AP 103) and Winged Arrow (AP 170); the salvage ship Grasp (ARS 24) and the ocean tugs Hidatsa (ATF 102) and Rail (ATO 139).

In addition, two XAKs (Liberty ships) participated, but their names were not given in the report.

It is interesting to note that many of the ships mentioned are still in active service. Others have gone the way of all metal.—ED.

ON STATION—USS Ranger (CVA 61) is replenished by Sea Knight copters.



### Good Conduct Medal for Waves

SIR: Three-year enlistments, under which many women enter the Navy, do not allow sufficient time in service for Waves to qualify for the Good Conduct Medal.

I feel that if one must fulfill the same basic requirements in a three-year enlistment as others do in a four-year enlistment that one should be eligible for the same rewards for good service.

Has any change or reversion to three-year eligibility been considered of late? —S. J. W., YN3 (W), USN.

• There is no plan at present to revert to the three-year service requirement which was changed to four years in 1963.

Policy advisors inform us that the change was made only after considerable study and review. It's their opinion that the four-year requirement for eligibility makes the Good Conduct Medal a more meaningful award which is coveted by sailors and Waves alike. —ED.

### Tawasa Counterclaim

SIR: *uss* Tawasa (ATF 92) makes no claim to a record, but cannot let the claim of the precommissioning unit of Flasher (SSN 613) go unchallenged. (August issue, p. 34.)

The results of Tawasa's February 1966 advancement exams indicate that 82.4 per cent of our men taking the exam passed, and that 100 per cent of those passing were rated. Of those who took the special May examination (for E-4), 100 per cent passed, and 83.8 per cent were authorized for advancement. —J. W. Millard, LT, USN.

• Double congratulations to you. First for your outstanding advancement results, and then for your discretion in not claiming a record. —ED.





**DRAGGING DRAGONS**—Twenty-five crewmembers of USS *Dixie* dig in with paddles during Dragon Boat races.

## Here They Are: All-Navy Dragon Boat Champs

SIR: I recently read that a 25-man crew from USS *Dixie* (AD 14) rowed to victory in the annual Dragon Boat Festival races on the River of Love in Kaohsiung, Taiwan. The article went on to say it was the second time a Navy crew had entered the race. The first was a crew from Headquarters Support Activity Detachment Five.

The time has come to set the record straight. Although I won't claim a first, I will say that USS *Caliente* (AO 53) entered a team and won the race in June 1958.

Here's what happened. The captain

of our ship, while making a courtesy call on local port officials, heard about the annual races. Since *Caliente* was to be in port for three weeks as station ship, he thought it would be a good idea for the U. S. Navy to be represented. The word from local officials was that no Americans had ever competed in the race before.

I was, unfortunately, assigned the collateral duty of ship's athletic officer at the time, so the captain called me up to his cabin and broke the good news about our ship entering a crew in a "Dragon Boat Race."

I thought at first the captain had been in the sun too long. When I tried recruiting a team from the ship's company, the consensus was that I, too, was suffering from sunstroke. All my efforts to collect 25 men failed.

At last, the captain dropped a hint that special liberty might be arranged for volunteers. Also, if restricted men would join the team (and the team won), it was very probable that all restrictions would be canceled. We had a dragon team!

After only two practice sessions, the big day arrived. With the captain's

**PAST PERFORMANCE**—Navymen of Detachment Five, HQ, Support Activity, Kaohsiung, await awards in 1965.



**TROPHY TIME**—Member of Detachment Five rowing team accepts winners' trophy from Mayor of Kaohsiung.



promise of liberty ringing in their ears, they were off. Our crew was an unusually husky lot so nobody was much surprised when we came in about four boat lengths ahead of our closest competitor.

The winning crew went on liberty and the ship got a beautiful flag from the race officials which, for all I know, is still hanging in the ship's mess deck.

COMSERVPAC even went so far as to make up a special rating badge for "Dragon Boat Crewmen."

Please don't misunderstand me. I heartily congratulate HSA Detachment Five and Dixie on their respective victories. However, I want them and the world to know that old *Caliente* was there ahead of them.—B. A. Buscher, LCDR, SC, USN.

• Thanks for your very interesting letter, sir. We think you can now consider the record set straight. We might say, at this point, that Dixie sent us an account of this year's events at Kaohsiung which did not include the claim that she was the second U. S. Navy victor in the history of Dragon Boat racing.

For those who are not up on dragons, here's some more information to round out the story.

In September 1965, *ALL HANDS* carried the news that Detachment Five of the Headquarters Support activity at Kaohsiung had won the Dragon Boat Race. The team really didn't expect it to turn out that way. They had only four short practices during which they learned that a dragon is not easily moved.

Although Detachment Five's practice performances were unimpressive and one of their competitors was a City Hall team (everybody knows you can't beat City Hall), the Navy team played the role of Dragon Boat Racers to the hilt. For the occasion, they donned blue coolie hats decorated with gold spangles and stenciled Seadragon (in Chinese characters) across the back of their shirts.

Detachment Five was apparently as surprised as anybody when they not only finished the course at a race pace for the first time, but also won in their category.

The Dixie team in this year's race also had a mere four days in which to condition and train. Lieutenant (jg) Laws acted as coach, Lieutenant F. P. Dillon as coxswain and H. J. Anderson, MMFN, as cadence counter. The Dixie men who paddled their own canoe were R. Williams, BT2; B. Moore, MM2; C. F. Moseley, MRFN; R. B. Ginsburg, DM3; D. R. Perry, SN; B. L. Seaton, TM2; C. L. Jones, FN; J. J. Milkovich, SFP3; P. H. Friedrich, GMT3; R. N. Carlson, YN1; C. E. Wetzel, BT3; M. M. Leal, SN; C. E. Pollock, SFP3; M. B. McCool, EN3; W. D. McGarity, TMSN; F. N. McKee, IC3; A. C. Franklin, FN; I. J. Decamp, SK2; W. E. Hartman, TMSN; A. J. Ferreira, DC3;



DIXIE DELIGHT—Coach LTJG Law receives Dragon Boat trophy for USS Dixie.

J. W. Faunce, GMT3; J. E. Greenburg, MA2; and H. J. Anderson, MMFN.

The Dixie team, taking their cue from last year's winners, also dressed for the occasion. They wore tasseled beanies tied firmly to their heads and red rowing shirts with Dixie Dragons boldly lettered (in English) across the back. The accompanying photos will give you an idea of what a dragon boat race is like. Obviously, a good time was had by all.—Ed.

#### Return to Service

Sir: Several years ago I was a Navy signalman first class. I was discharged, spent some time as a civilian, then returned to the Navy. Because SM was

not then on the "open rates" list, I took a cut in pay grade and was reenlisted as an SM2.

Since then—six months later, to be precise—SM was added to the "open rates" list and Reserve signalmen were allowed to return to the service after three months had elapsed and still retain their pay grade.

Can I be reinstated as an SM1?—R. H. R., SM2, USN.

• Sorry, BuPers Inst. 1430.7D is the final word in this case. The directive stipulates that broken service reenlistees must hold a rate and rating which is currently—repeat, currently—on the open rates list or must accept a lower grade.—Ed.

#### YEAH TEAM—The Dixie Dragons team poses for photo after rowing to a first.





LINE ON SUBS—Advanced rigid-rotor XH-51A copter demonstrates ability.

#### Halsey and Nimitz

SIR: I am keenly interested in naval history. So far, I have been unable to locate a publication dealing with the life stories of Fleet Admirals William F. Halsey and Chester W. Nimitz. Do you know of any?—H. H. PN3, USN.

• We know of a couple of books concerning Fleet Admiral Halsey that might interest you. One is an autobiography called "Admiral Halsey's Story." The other is by L. A. Keating, entitled "Fleet Admiral: The Story of W. F. Halsey."

If your ship's library doesn't have either of these, the library officer can probably get them for you.

Unfortunately, we know of no biography of Fleet Admiral Nimitz. However, there are numerous magazine articles about his life which you should have little trouble locating in your nearest public or ship's library. Look through the "Readers' Guide of Periodical Literature."

While we're on the subject of admirals and their biographies, we would like to bring to your attention a new

book published by the Division of Naval History. It's entitled "Admiral Raymond A. Spruance, USN—A Study in Command," and the author is Vice Admiral E. P. Forrestel, USN (Ret).

As you probably know, ADM Spruance's crushing victory over the Japanese fleet at Midway was one of the most decisive battles in all history, and the turning point of the war in the Pacific.

The book may be purchased from the Superintendent of Documents, Washington, D. C. 20420 for \$2.75—ED.

#### Wings for Corpsmen

SIR: I am a hospital corpsman in flight status. The combination has caused a few problems.

During the past two years I have flown 18 search and rescue missions, accumulating 126 hours in the air. I completed the local training syllabus for rescue aircrewman, and was designated such (8285) by my command.

I am, in other words, a qualified aircrewman. Nevertheless, I find I cannot

be assigned the NEC of 8285 as it is not in the 8400 series (hospital corpsman). Is this really so? If yes, why?

If I can't be assigned the NEC of 8285, may I continue to wear aircrewman wings after I am transferred to another command?—H. M. F., HM2, USN.

• Yes, it really is so. You may not hold NEC 8285. Assignment of the Aircrewman NEC is not made to HMs because it serves no purpose in their distribution.

The NEC limitation, however, does not make you less an aircrewman. You earned your wings; you may wear them both at your present command and after you are transferred. Once earned, the privilege of wearing the wings may be revoked only for cause.—ED.

#### More Than Meets the Eye

SIR: I read your article in the July issue of ALL HANDS called "Some Like Them Old." Inasmuch as I am a Model T enthusiast myself, I particularly enjoyed your account of SW1 Fowler's Model A roadster pickup and Chief Irish's Model T.

The Model T was produced between 1908 (not 1906 as your article stated) and 1927. More than 15 million were sold during this period.

It is estimated that 100,000 Model Ts are still in existence and 40,000 are still in operation.

I have driven my completely restored 1913 Model T touring car all over California and I plan to make a cross-country trip in it next year.

As you said, the antique car field is not exactly cost-free. Although my Model T cost only \$750 when it was new, I have spent four times that amount getting it back into shape.

I am not sure whether Petty Officer Fowler will be happy or sad to know his Model A isn't as rare as he thinks it is. I know of five 1930 Model A roadster pickups like his in the Long Beach area alone.—Lawrence E. Smith, ENFN(SS), USN.

• Thanks for your letter and the interesting details it presented.

A few more—In checking an encyclopedia on the subject of early autos, we discovered that Henry Ford produced eight models before he reached the T. These were models A, B, C, F, K, N, R and S.

None of these cars were too popular with the buying public, and we received the impression that this was due to their comparatively high cost (for those days, of course).

Our good friend at the Smithsonian Institution tells us that this is not entirely true. Other factors entered into the picture which affected the popularity of the cars, although he wasn't too specific as to just what those factors were. Most of the earlier models cost less than \$1000, which was a lot of money and still is. The model B cost in



the neighborhood of \$2000, and the K, \$2800. The others ranged from \$600 to \$1000. The model T was in this range.

The Model A which preceded the T may be a surprise even to antique car buffs. The early series of Model A was built in 1903. It did not, of course, become famous, as did the later A. It did come in two styles, however,—a run-about which sold for \$850, and a tonneau which cost \$950.

As might be expected, the predecessors of the Model T are all rare items—not even the Smithsonian has one. There is, however, at least one private collector who has a complete collection up to, and including, the Model T. We shudder to think of the cost.—ED.

#### Ribbon Precedence

SIR: I was appalled by the glaring discrepancy on the front cover of the July issue. The first class machinist's mate is depicted wearing a Good Conduct Ribbon between two other ribbons.

Obviously the MM1 is out of uniform. The Good Conduct Ribbon should be worn in the senior position with the campaign bars to the wearer's left.—R. C. P., TN1, USN.

• Who says they were campaign bars?

We asked our artist who drew the cover. He said the ribbon to the right of the Good Conduct Award was the Silver Star. That and more than 20 other military decorations, unit awards and non-military decorations take precedence over the Good Conduct Medal.—ED.

#### Engine Room, Boiler Room.

SIR: In your July issue you had a very interesting article entitled "Navy Ratings: Key to a Career". One question,



FIRST TIME OUT—USS Tripoli (LPH 10) steams in Gulf of Mexico during trials.

however, concerning the picture on page 12. Since when do boilermen stand watch at engine room throttle boards where machinist's mates are supposed to be?—R. D. N., EM3, USN.

SIR: I am a BT with over five years in the Navy. I've been on five different ships, and I've yet to see a ship that has the throttle board in the fireroom or boiler room.—R. O. F., BT2, USN.

SIR: An item in your July issue is incorrect. In the ratings section, under the heading Boilerman, you show a man at the throttle station in the engine room. In an extreme emergency, a BT might have to man that station, but not normally.

Actually, the man in the picture is a machinist's mate, J. C. Cunningham, MM3, presently stationed with me. He says the picture was taken in the engine room, and that he doesn't recall having

been a BT at the time.

Why not be accurate, and show somebody cleaning a steam drum, or changing burners, or testing boiler feed water? There are hundreds of pictures you can take in the fireroom to show the real BT in action.—D. A. P., BT1, USN.

• All of you are right, of course, and we're embarrassed at not knowing our boiler rooms from our engine rooms.

We would like to add, however, that we depend on the Fleet for our photographs, as well as our information. Rarely do we receive good photos of the Black Gang at work.

While we are on the subject, your attention is invited to the back page of this issue, where, among other things, we say that the man on the scene is best qualified to tell what's going on in his outfit. The same applies to photographs.—ED.

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# Golf and Gun Dominate Sports

**D**EFENDING All-Navy Golf champion Dave Bollman slipped to a 75 in the final round of this year's tournament, but still managed to stay one under par for the 72 holes for a one-stroke victory over Stu Schroeder in the open division.

Bollman fashioned rounds of 69, 71, 72 and 75 for his 287 total over the par 72 NAS Patuxent River course.

Schroeder, who was also last year's runner-up, shared medalist honors with Bollman as five players shot par or better on the first day.

Andy Mosley, a veteran of previous All-Navy tournaments scored a first round 70, but dropped to a 78 on the second day and was never again in contention for the crown despite the fact that his final 71 was the only sub-par round scored that day.

Rudy Boyd, who was six strokes off the pace after 36 holes, shot a three-under 69 in the third round as he made a pitch for a vantage point to the title. His sub-par shooting put him at one-under-par 215, three strokes off the pace.

Schroeder missed par by a stroke on the second day and by two more on the third, as he dropped steadily to third place. At the end of 54 holes of play, he was four strokes off the pace at even par.

On the final day, Bollman gave everyone a chance to catch up, as he went three over par to a 75. Schroeder came charging in Arnold Palmer style, but the charge faltered

at even par and he lost by a stroke.

Boyd, who needed only an even par round to tie for the title and force a playoff, skied to a 77 under the pressure. He finished third, four strokes over par and Schroeder.

In the senior division, defending champion Ed Peck and Hugh Baskette, a former Bollman teammate, shared medalist honors at even par 72. But that was as close as they got to the title, as Captain Ace Johnson poured in rounds of 73, 74, 76 and 76 to beat Peck by two strokes and Baskette by seven.

Johnson led after two rounds with a 147. Ed Bray moved into the second slot at 150.

Peck and Baskette, playing like twins, came in with second-round 79s, which put them in a three-way tie for third with Captain Tex Ireland at 151.

Then Peck made an early surge in the third round for a par 72 as Johnson slipped to a 76, putting the two in a tie for the lead at the end of 54 holes of play. Bray held a steady grip on second place at 227, four strokes away from the leaders.

In the final round, Ace Johnson showed that his golf was as appropriate to the number one spot as his name. He turned in another steady 76 to take the title, as Peck shot a 78, good for second place.

Baskette, who had hovered at 79 for two days, moved past Bray and into third place with a 76, for a 306 total.

The win was Johnson's first in

several tries for the senior title. It was also a moral victory for Johnson, whom Peck had defeated by 18 strokes in the East Coast senior championship.

Peck's second place finish was his third in four years. He also placed second in 1963 and 1964, in addition to his 1965 win.

The women's division improved on last year's winning score by over 30 strokes, as LCDR N. G. Hollenbeck jumped to an early seven stroke lead and was never in trouble on her way to the title.

Miss Hollenbeck toured the course in three-over-par 75 in the first round, the lowest women's score of the tournament. Subsequent rounds of 83, 81 and 85 gave her a 324 total and a two-stroke victory over runner-up M. A. Hall.

Miss Hall, who began the tournament with a respectable 82, picked up four strokes on the leader with a second round of 79 and another stroke in the final round, but couldn't overcome her deficit from the first day's play.

Defending champion Estelle St. Clair was 24 strokes better than her title pace of a year ago, but her 333 total was only good for third place.

In this year's competition, seven of the 10 women entrants beat last year's winning score of 357.

## Interservice Golf

Navy men held down second place in both the open and senior divi-

HERE AND THERE—Netmen are at it again. Read Cup (center) is sailing trophy. Rt: Professional tennis on carrier.





# Round Up

sions of the Interservice Golf tournament this year, as the Air Force made a clean sweep of the division and team titles.

Lieutenant (jg) Stu Schroeder, runner-up in the All-Navy open division, finished at 288, five strokes behind the defending champion, Captain Warren Simmons, but the final round was nearly over before the championship was decided.

Simmons led the tournament for all but six holes of the final round after opening with a three-under-par 68 on the 6213-yard east course at Maxwell AFB, Ala.

Schroeder, tied for ninth place after the first round, came in with a second round 69 to pull within range of the leader.

In the final round, Schroeder and Simmons battled in a head-to-head match. Schroeder started the round three strokes behind, but evened the match at the 8th hole when Simmons bunkered his second shot and three-putted.

Schroeder went ahead for the first time in the tournament with a birdie at No. 13, but lost the stroke on the 14th with a par. A six on the following hole put Schroeder two strokes behind. He gained a stroke on Simmons again at No. 16 with another par.

The Navyman then finished with two double-bogies to Simmons' pars as he put his tee shot over the green on the par three 17th and knocked his second shot out of bounds on the final hole.

## All-Navy Golf Scores

### Open Division

|                        |                 |
|------------------------|-----------------|
| Dave Bollman, YN3      | 69-71-72-75-287 |
| LTJG Stewart Schroeder | 69-73-74-72-288 |
| LT Rudy Boyd           | 73-73-69-77-292 |
| Andy Mosely, AE1       | 70-78-76-71-295 |
| Gary Groh, AA          | 72-75-74-74-295 |
| ENS Joe Endry          | 72-77-74-73-296 |
| CAPT Jim Deemer, USMC  | 73-73-77-75-298 |
| LTJG G. G. Creagh      | 77-73-75-73-298 |
| J. W. Young, 8M2       | 80-73-77-72-302 |
| F. Dabas, Jr., CMC     | 73-76-80-76-305 |
| LTJG Ron McLeod        | 75-77-76-78-306 |
| Fred Crockett, AK1     | 75-82-75-75-307 |
| K. W. Greer, DM2       | 80-75-77-77-309 |
| Ken Likeness, ETN3     | 82-76-80-79-317 |
| John Teckley, SFC      | 76-87-76-82-321 |
| J. J. Sudac, MMFN      | 80-83-80-81-324 |

### Senior Division

|                  |                 |
|------------------|-----------------|
| CAPT Ace Johnson | 73-74-76-76-299 |
|------------------|-----------------|

|                    |                 |
|--------------------|-----------------|
| CDR Ed Peck, MSC   | 72-79-72-78-301 |
| Hugh Baskette, AKC | 72-79-79-76-306 |
| CDR Ed Bray        | 74-76-77-81-338 |
| CDR C. O. Parrish  | 75-77-78-80-310 |
| CAPT Tex Ireland   | 75-76-80-82-313 |
| E. O. Henry, AEC   | 82-76-75-81-314 |
| LT J. E. Hayes     | 76-79-85-84-324 |

### Women's Division

|                        |                   |
|------------------------|-------------------|
| LCDR N. G. Hollenbeck  | 75-83-81-85-324   |
| M. A. Hall, RMSN       | 82-79-81-84-326   |
| Estelle St. Clair, PN1 | 84-85-81-83-333   |
| Gwenda Anderson, PN1   | 86-88-82-84-340   |
| LT Sarah Wallington    | 84-82-91-85-342   |
| LCDR Mory Bisenius     | 87-84-85-91-347   |
| LTJG S. Russell        | 93-86-89-84-352   |
| Sarah Jackson, PNCS    | 90-92-96-81-359   |
| B. E. Mayhall, PN1     | 95-101-94-91-381  |
| LT M. A. Wilson        | 97-101-101-94-393 |

Teammate Gary Groh, who placed fifth in the All-Navy, finished in a tie for fourth. All-Navy champ Dave Bollman, Rudy Boyd and Andy Mosley were far down the line.

In the senior division, Ed Peck held a firm grip on second place all through the tournament behind medalist Ken Postlewait of the Marine Corps at the 18-hole mark, and Col Harry Sanders, who led the division at the end of 36 and 54 holes. Sanders eventually won the title with a 294 total.

Peck had rounds of 76, 74, 74 and 72 for his 296, two strokes off the pace.

Ed Bray and Hugh Baskette, the other Navy seniors entered, finished at 306 and 322, respectively.

### Bang-Up Job by Hamilton

For five years, Army Sergeant First Class William B. Blanken-

ship held something of a monopoly on the National Pistol Championship. And he was a very happy man. But not any more.

Now the monopoly belongs to Aviation Machinist's Mate 1st Class Donald R. Hamilton of Naval Air Reserve Training Unit, Washington, D. C., who recently won his second consecutive title at Camp Perry, Ohio.

Hamilton began the meet with a score of 882-37X. He followed up with a second-day score of 866-27X in strong winds to lead the meet by four points.

On the third day, Blankenship and Sergeant First Class R. D. Thompson began a charge which almost overtook Hamilton. Almost. By noon, Hamilton led Blankenship by only seven points and Thompson by eight.

Hamilton held off the Army

MATCH was held off California coast. Bowlers roll for BuPers trophy. Rt: Boxing season is now in full swing.



# FROM THE SIDELINES

**E**IGHT HUNDRED and thirteen is a pretty large number for a score. It stands for 130 touch-downs (with a few place-kicks thrown in), a good scoring season of baseball, or eight or 10 rounds of golf, if you're like most of us.

But if you're Hugh Campbell, Airman, it signifies the best night of bowling you've ever had.

Campbell, captain of a Sunday night summer bowling team at NAAS Chase Field, went out for his usual night with the boys and came back a winner—and a record-holder.

He put together games of 237, 277 and 299 for a phenomenal 813 series.

The 299 is the highest game ever rolled on the Chase Field alleys.

And, so far as we know, the 813 series is the highest ever recorded by a Navyman.

Campbell will, of course, qualify for the BuPers bowling trophy, which is given to those rolling a 300 game or 700 series.

Now, after that 299 game, all he has left to work for is that last pin for a perfect game.

★ ★ ★

You'd think that a man would slow down a little after winning a championship or two; that he'd relax. But a true champion is sometimes spurred on to better things by a win.

That's how it was with Jim Massam, of the NTC San Diego varsity swimming team. Massam, as we reported last month, set a new All-Navy record of 2:28.4 in the 200-meter backstroke during the West Coast championships.

Massam kept up his pace in the recent Fiesta Del Pacifico meet in San Diego by taking three and a half seconds off the Pacific Southwest Swimming Association mark, lowering it to 2:13.5.

Now he has the distinction

of holding two records in the same event—and they're 15 seconds apart.

★ ★ ★

Unusual things happen in the world of weekend golfers, too. Some of them are good, and some of them—well, you can judge this one.

Jay Tuttle was out for a round on the Rota Golf Club course when Lady Luck made her play. Tuttle hit his tee shot on No. 12 and watched it head straight for the pin. A few seconds later, plo!

However, the threesome playing behind Tuttle didn't see the shot. And neither did anyone else but Tuttle, as he was playing alone. So now his friends are congratulating him—with sympathy.

Perhaps followers of the sport should develop a "buddy system," similar to that used in swimming.

★ ★ ★

Rota is also the basketball capital of Spain, or so it would seem.

Lieutenant (jg) P. E. Crooker, the naval station athletic officer there, put out a notice in the station gym that if interest warranted, a brief summer basketball league would be formed, for the purpose of getting the men in shape for football, or just for getting the men in shape. The original plan was to limit the play to the month of August.

But, according to our report, the hoopsters practically came out of the walls, and LTJG Crooker found himself with 15 teams—11 from base departments and commands (uss *Holland* entered four teams), and the remaining four teams made up of men without a common unit to play for.

As a result, Rota can claim a basketball season that finished *before* the football teams took over, instead of vice versa.

—Kelly Gilbert, JO2, USN

charge in the last event, scoring 293 of a possible 300 points to win the aggregate title with a score of 2629-114X. Blankenship and Thompson placed second and third, respectively.

During the shooting, Hamilton won his second straight Secretary of the Navy Award and became the first man to win the President's 100, a newly-instituted event patterned after the event of the same name in rifle competition.

All of which makes Hamilton's trophy case begin to bulge. He now holds trophies as the 1965 and 1966 National Pistol Champion, 1965 All-Navy Champion, and 1966 Interservice Champion.

And he's a very happy man.

—Kelly Gilbert, JO2, USN

## Navy Rifle Team Scores

The U. S. Navy Rifle Team left the National Rifle Matches at Camp Perry, Ohio, this year with its fair share of hardware for the trophy cases, and two of the Navy's participants won national titles.

Donald Vaughn, Aviation Machinist's Mate 1st Class, became co-holder of the National Match record in Army Cup competition with a score of 100-19V out of a possible 100-20V. Vaughn hit the bull's-eye, but missed the V-ring on his fifth shot to tie the record set last year by Marine Corporal Daniel Sanchez.

Michael D. Nolte, Aerographer's Mate 2nd Class, outshot 2400 military and civilian riflemen to win the Marine Corps Cup. Firing from the 300-yard line at rapid fire, Nolte scored 100-12V to win the event.

Thomas N. Treinen, Aviation Machinist's Mate 3rd Class, won the Pershing Trophy as high individual scorer in the National Trophy Rifle Team Match. Treinen scored 250-30V out of a possible 250-50V for the title.

Nine Navy entrants also placed in the President's Hundred competition. Lieutenant (jg) Webster Wright shot a score of 147-14V to take top honors among the Navy competitors.

Another Navy shooter, Elaine Lehtinen, Personnelman 2nd Class, became the first Navy woman ever to place in the President's Hundred. It was her first national competition.

The Navy Rifle Team placed fourth in National Rifle Team standings at the Camp Perry matches with an aggregate score of 1180, a mere five points from the top.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## Overnight Guests

You probably wouldn't be too perturbed if inclement weather forced your afternoon guest to become an overnight guest, assuming, that you have a spare couch.

But what if there were 1500 guests, mostly women and children, and they had to spend the night at sea?

The crew of the carrier *uss Wasp* (CVS 18) found themselves in just such a situation recently.

*Wasp* had departed Boston at 0900 for a scheduled one-day dependents' cruise in the local operating area. Highlight of the program was to be a series of flight demonstrations between 1200 and 1500.

By noon it was apparent that the heavy fog in the area was not going to lift in time to permit flight operations. *Wasp's* commanding officer announced that the ship was returning to Boston and would arrive at about 1430. She didn't.

After several unsuccessful attempts to enter the fog-shrouded channel, *Wasp* proceeded to an anchorage and the situation was discussed with naval authorities in Boston via radio.

The dependents would have to stay overnight.

All hands turned to to make their guests as comfortable as possible. The supply department broke out fresh stores to feed additional meals to the guests. Needless to say, berthing was a problem. The crew in the after section of the ship gave up their quarters and the officers moved out of their staterooms for assignment to the dependents.

A phone patch via *Wasp's* ham radio was rigged so that those having pressing business and personal engagements could contact shore.

Providing entertainment for the guests was no problem. Movies were shown continuously in hangar bay one; hangar bay two was the scene of a folk sing, a band concert, and a dance complete with orchestra.

By that evening the forecasts showed that the fog might continue for several days, so the skipper headed for Quonset Point. By the time *Wasp* arrived at NAS Quonset Point the next afternoon, a fleet of



**SECOND MAIDEN VOYAGE**—Fleet Oiler *USS Tappahannock* (AO 43) steams toward her new home port, Long Beach, after six years in the Reserve Fleet.

buses was waiting to transport the visitors back to Boston and the debarkation was accomplished without a hitch.

From all appearances, *Wasp's* guests thoroughly enjoyed their overnight stay. *Wasp's* crew was delighted at the chance to demonstrate Navy hospitality.

## Repeat Performance for HC2

It isn't often that a single helicopter squadron rescues two men from the Mediterranean in a matter of three days. Nevertheless, HC-2 aboard *uss Independence* (CVA 62) did just that.

A squadron helo was in the air when the word came that a man was overboard. It wasn't long before the pilot spotted a smoke float marker and life ring but the man to be rescued was nowhere in sight.

During a second pass over the area, the real-life Oscar was spotted about 60 yards aft of the survival markers and was pulled aboard.

Two days later, another pilot from HC-2 was notified that a plane had splashed down some 16 miles from the aircraft carrier *Independence*.

This rescue turned out to be a cinch. The downed pilot had ejected from his disabled plane and was waiting patiently in his raft for help to arrive.

## Minesweepers Return

Five Long Beach-based ships of Mine Division 91 recently ended a 10-and-one-half-month tour off Vietnam where they served a twofold mission.

Besides their primary job—detecting mines—the task of junk inspection was added.

The division, comprised of *uss Persistent* (MSO 491), *Conflict* (MSO 426), *Dynamic* (MSO 432), *Endurance* (MSO 435), and *Implicit* (MSO 455), was assigned to the Market Time Force.

The minesweepers patrolled the 1000-mile Vietnam coastline to halt transfers by junks of Viet Cong supplies and troops from the North.

Besides the MSOs, the anti-infiltration force is made up of destroyer escorts, Coast Guard cutters, and PCF Navy *Swift* boats. These units average about 1000 inspections daily while on Operation Market Time.





**ON TARGET**—Aerial photo shows damage to bridge and railroad yard after a strike by pilots of Air Wing Fourteen from the carrier *USS Ranger* (CVA 61).

### Aviation Supply Office

The Aviation Supply Office has been in the spare parts business for 25 years.

Before the ASO came into being, aircraft spares were bought by the naval bureaus, naval air stations, and the Naval Aircraft Factory, as they were needed. This system, though efficient enough before World War

II when aircraft component parts were few, was too loosely organized to handle the expansion of the Navy's aviation program that followed the fall of France.

In 1939 the Navy was operating little more than 1000 aircraft. In June 1940, Congress authorized the procurement of 15,000 more. A centrally controlled supply system to

back them up with spare parts was imperative.

The Naval Aircraft Factory in Philadelphia was selected as the site of the ASO.

In October 1941 ASO was staffed by 200 civilian employees and 14 military. Only a few months later it was filling the desperate needs of the Pacific Fleet after the attack on Pearl Harbor.

By the end of World War II, ASO's work force had grown to 766 military, and 2050 civilian personnel. Between Pearl Harbor and VJ day, ASO had supplied American and Allied aircraft with spare parts worth well over a billion dollars.

Today, ASO supports more than eight billion dollars worth of aircraft. The two-billion-dollar inventory of stock items that backs up these aircraft demands the most efficient management methods possible. Automation has been the answer.

The Automated Purchase Order System, for instance, makes 50 per cent of ASO's purchases. It slashes the cost and time of the buying cycle, and permits quicker payment to the contractor. Approximately 45 million dollars in purchases are made annually with this system.

Automation also controls communications through the Automated Digital Network.

Other automated systems handle requisitioning and emergency requests for material needed to get grounded aircraft flying again.

With automated techniques adapted for most of the major programs used to supply naval aircraft, ASO has become the electronic nerve center of the entire Navy Aviation Supply System. Its reflexes are conditioned by signals from various parts of the system it controls.

These signals are motivated by the day-to-day issues, receipts and requirements of supply units all over the world. In the past, daily transactions were reported monthly, bi-monthly, or, under the best conditions, weekly. Supply information was, therefore, only as current as the last report.

Now, supply actions are reported daily over a worldwide electronic network. One of the most important effects of this immediacy is the speed with which needs are filled. If the Naval Air Station at North Island, Calif., for example, requests six gyroscopes on a Tuesday afternoon, by Wednesday morning computer

### West Coast Enterprise Fleet Is Growing

In 1965, *Enterprise Jr.* hit the water in Seattle. Now Naval Reservists from Salem, Ore., are getting into the act with *Enterprise III*, a 16-foot model of the Navy's nuclear carrier.

Early this year, personnel of the Naval Reserve Training Center in Salem decided that a model aircraft carrier would be an unusual and appropriate contribution to the local Armed Forces Day parade.

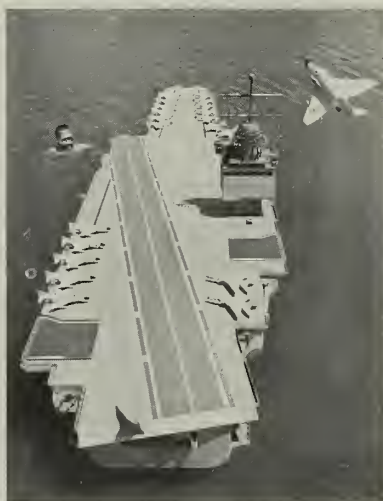
Funds to buy the materials and model planes were contributed by training center personnel, and the work began. Labor was supplied on a voluntary basis by active duty stationkeepers at the training center and by drilling Reservists, in their spare time.

After three months of hard work, the model was completed.

It was shown for the first time in the parade, with such success that the governor of Oregon requested that the model be displayed in the state capitol rotunda.

Since her first appearance in May, *Enterprise III* has created quite an impression on the Oregonians.

The Naval Reservists who built her are proud of their construction job, as well they should be. It takes a lot of work to build a carrier.





action has been taken which will start them on their way from NAS Alameda, or the nearest supply unit on the West Coast which has the parts needed.

In the past, the paper mills of ASO ground slowly. Now their shuffling sounds are being replaced by the staccato clicking of computers—and aircraft on the flight lines of the Navy are more quickly and economically ready for action.

In 1962, when besieged purchase personnel shouted for help, ASO's electronic cavalry came to the rescue. Between them they worked out a strategy to conquer the onslaught of paperwork that threatened to disrupt the small-purchase system.

The basis of this strategy was an automated small-purchase order program which was begun in March 1963.

As a result of this program, the 10 to 15 documents which previously cluttered a contract folder for a small purchase, have been reduced to two. The annual printing workload has been reduced by at least two million sheets.

Today ASO supports 8800 aircraft. Its supply system carries a 2.2-billion-dollar inventory of about 400,000 items. Its annual "sales" are about a billion dollars.

The most important of current demands of ASO's multibillion dollar inventory are those that come from the Seventh Fleet and the First Marine Air Wing in Southeast Asia. To keep up with the urgent needs of aircraft operating in and around Vietnam, ASO has worked out an



**FAST WORK**—USS *Sacramento* helo unloads supplies for carrier.

accelerated system of processing called Project Tiger Tom.

The system processes requisitions from Vietnam in four to six hours. Items available in ASO's supply system—about 99 per cent of those requested—arrive at the Naval Supply Center in Oakland, Calif., within 24 hours.

That kind of service makes for satisfied customers.

### Traffic Briefing at Sea

A highway patrolman riding a greyhound, and an eight-hour driver improvement course are two more of the means by which the Navy is attempting to cope with the problem of traffic safety.

The destroyer-riding patrolman was from the San Diego division of the California Highway Patrol. He boarded *uss Orleck* (DD 886) in Pearl Harbor, and began giving presentations on highway safety, California traffic laws, and general items of information to Navy drivers while they were still at sea.

*Orleck* and two other destroyers of Destroyer Division 31, *uss Higbee* (DD 806) and *Leonard F. Mason* (DD 852), had been homeported at Yokosuka, Japan, for two years operating with the Seventh Fleet. During these two years, of course, many of the ships' crews had not been back to the United States. They found that many things had changed.

Transferring between the three ships by highline, the patrolman found a receptive audience for his presentations, which consisted of traffic safety films, discussions of motor vehicle codes and safety procedures, and even advice on how to buy an automobile. After two years away from home, the Navymen had many problems concerning expired licenses, registrations, and various changes in the vehicle code.

The program is not entirely new. For two years, briefing teams have been flown out to sea to join aircraft carriers based at San Diego and Long Beach returning to port from deployments. The patrolmen land on the carrier the day before they reach homeport, and give presentations until the ship ties up.

Now, with the help of highlines and willing California highway

**HOT SHOT**—USS *George Washington* (SSBN 598) returns from firing an A-3 Polaris shown here leaving the water.





Faces in the Fleet. . .

patrolmen, smaller ships of the Pacific Fleet can also take advantage of years of accumulated experience in traffic safety.

Back at Pearl Harbor, Hawaii state safety officials have set up a traffic safety course for personnel aboard ships homeported there.

In four two-hour classes, Navy-men are taught the meaning of perfect driving, the practice of defensive driving, how to avoid collisions at intersections, and the art of passing and being passed.

Each session is sparked with still photographs of the result when drivers do not drive defensively, brief but forceful movies of the effect on car and occupants when moving vehicles meet immovable objects, and graphic descriptions from the teachers' personal knowledge of what can happen when drivers forget to drive defensively.

Crewmen from the destroyer *uss Ernest Small* (DDR 838) are the first to take the course, with men from *uss Straus* (DE 408) and *Charles Berry* (DE 1035) already signed up for upcoming courses.

## Weather Satellites

Pilots taking off from the carriers *uss Oriskany* (CVA 34) and *Constellation* (CVA 64) can be sure they will not run smack into a typhoon right after they are launched.

Reason for their certainty is the carriers' use of orbiting weather satellites and an Automatic Picture Transmission (APT) system to make use of the available weather data.

The receivers, called readout stations, are made up of four major components: An antenna control panel, used to train the ship's antenna on the passing satellite; a receiver to pick up the satellite's transmission; a tape deck, used to

record the incoming signal and store it on magnetic tape; and a facsimile unit, which reproduces the original picture taken by the satellite's TV camera.

The ship's receiver picks up signals from two weather satellites, *Essa II* and *Nimbus II*, both launched early this year.

A camera inside each satellite takes pictures of the cloud cover below it, and this information, in the form of a radio signal, is relayed to the APT stations aboard the carriers.

*Essa II* orbits the earth once every hour and 53 minutes, 31 sec-



On and Under the Sea. . .

onds, at an altitude of 750 nautical miles. Its pictures cover an area 1700 nautical miles wide.

*Nimbus II*, which is in a slightly lower orbit, incorporates an infrared system so it can take pictures at night as well as in daylight.

The satellite's position is radioed to the ship each day by the National Weather Satellite Center in Suitland, Md. Shipboard aerographers use this information to determine when the satellite will be in receiving range, and then, by means of the directional antenna, track its course. Each of the satellites is within receiving range three times a day; one, on an overhead pass, gives the picture of the ship's immediate operating area, and the other two cover the areas to the east and west.

Once the weather pictures are received and reproduced, they are "gridded" by adding latitude and longitude lines. Then they are given

to the forecaster/analyst who uses the weather maps in his daily forecasts.

When *Oriskany* and *Constellation* pilots take off, they know what kind of weather they are getting into.

## Seventh Fleet Communications

An important element in any naval operation is fast, effective communications. The over-all commander of the operation often is far removed from his deployed forces, sometimes by hundreds or even thousands of miles.

Yet, he must keep in constant touch with these forces, be kept up-to-date on their movements, and be able to relay to them any late information or changes in plans that might be required.

This basic need for communications is nowhere more apparent than in *uss Oklahoma City* (CLG 5), flagship for Commander U.S. Seventh Fleet.

To communicate with the forces in the Western Pacific area, this guided missile cruiser-flagship carries one of the most modern communications complexes ever placed on board a naval ship.

Some 180 major pieces of communication equipment handle the thousands of messages sent daily to and from Commander Seventh Fleet.

This equipment ranges from flag-hoist and semaphore, among the oldest forms of naval communications still in use, to the most up-to-

And in the Air Navy. . .







GET TOGETHER—USS Jason (AR 8) is joined by USS Agerholm (DD 826) and USS Shields (DD 596) for family portrait. For Jason's skipper, Captain George Metze, USN, it was a nostalgic occasion; he's seen service in all three ships.

date cryptographic, teletypewriter and radio equipment available.

More than a dozen radio-teletypewriter machines are in continuous operation, carrying data to and from the 175 ships of the Seventh Fleet, as well as keeping the flagship in touch with Pacific Fleet headquarters in Hawaii, and command activities in the continental U.S.

Seventh Fleet ships and shore stations are only minutes away from the flagship, thanks to these communication circuits. This was amply demonstrated off the coast of Vietnam in August 1964. Less than 20 minutes after the destroyers *USS Maddox* (DD 731) and *Turner Joy* (DD 951) reported being attacked by North Vietnamese torpedo boats in the Gulf of Tonkin, the Fleet commander was reading the message report more than 2000 miles away.

Messages within the Seventh Fleet normally are relayed through the shore communications stations located at Guam, the Philippines, and Japan. However, ships such as the major communications relay ship *USS Annapolis* (ACMR 1) are providing a further extension of command into areas where there are no shore-based facilities.

Other communications improvements have taken place aboard the flagship itself. A constant voice radio-telephone circuit allows the Fleet commander or members of his staff to hold conferences with task force commanders who are miles apart on the high seas.

The communication crew also maintains 10 tactical voice circuits. When the various Fleet units are engaged in operations such as shore bombardment, amphibious landings, or anti-air warfare protection off the Vietnam coast, the number of voice

circuits often increases to 17.

It takes more than 20 officers and 165 enlisted men to handle the communications job aboard *Oklahoma City*. Understandable, since she claims to process more messages than any other warship in history.

### Sea Survival Course Is Rugged But Popular

The mission was rough, but successful. Now, you're heading home.

All's quiet and serene on the horizon, a setting in distinct contrast to the bursting flak surrounding the plane above target. It's a relief to know there're only a few miles left to fly before sighting the carrier, so you settle back and absorb the impressive vastness of the ocean below.

Suddenly, the jet's instrument panel glows red—a loss of oil pressure. Your speed rapidly decreases. The engine flames out. The radio doesn't respond. The ultimate decision. . . eject!

This possibility is faced by all our naval aviators flying sorties over Vietnam. Some of them encounter the experience.

To prepare the pilot for such a circumstance, whether in war or peace, the Naval Aviation Schools Command at Pensacola places special emphasis on its Sea Survival course.

The student practices freeing himself from a parachute harness

in water and boarding various life rafts.

In full flight gear, he slides down a 50-foot slanting cable into the water. The effect is similar to a parachute landing. The trainee then releases himself from the harness while being towed by boat at about seven knots.

He must then swim 300 yards from a whaleboat to an LCM and board it via its Jacob's ladder.

Once he has mastered the escape techniques, his final test is how to remain alive.

Four to five hours are spent in a PK2 one-man life raft where the student uses survival equipment he became familiar with in the classroom. He prepares fresh water from the sea using a de-salting kit and solar still and uses signal mirrors, day and night flares, shark chaser and dye markers.

This training, coupled with man's natural instinct of self-preservation, increases the pilots' confidence in their ability to survive at sea should ever it become necessary to ditch or eject over water.



PIPED HOME—Patron One welcomed via bagpipes at NAS Whidbey Island.

## Welcome for Vietnam Vets

**W**HILE THE BAGPIPES skirled and the families and reception party waited, the 12 Patron One *Neptunes* taxied into parking position for a formation shutdown. The ceremony which followed was impressive, but not essential.

It doesn't take much fanfare to make home look good after a tour in WestPac.

Aboard the aircraft were 144 men, returning to NAS Whidbey Island, Wash., after six and one-half months in the Western Pacific. The ground crew had returned earlier and was now available to relieve the new arrivals, who were due some CONUS liberty.

During four months of the deployment, seven Patron One aircraft were assigned to the Market Time Patrol and based at the Tan Son Nhut Air Base near Saigon. The re-

maining five aircraft performed ASW and ocean surveillance patrols out of Iwakuni, Japan, Okinawa and the Philippines.

The Saigon detachment flew a total of 351 combat missions during the deployment, accumulating a total of 2400 flight hours. The flights were made over the South Vietnamese coast from the Cambodian border in the vicinity of the Mekong Delta and north to the 17th Parallel.

The flights were usually at altitudes from 1000 down to 100 feet. The crews identified shipping and made night flare drops. On one occasion Patron One flares exposed a Viet Cong smuggler disguised as a trawler. The ship had been driven ashore to prevent Viet Cong salvage.

**W**HILE PERFORMING Market Time patrols, Patron One *Neptune*

crews maintained radio contact with *Swift* boats and Coast Guard cutters. When a suspicious contact was made the aircraft might vector a surface unit into the area for investigation — or surface forces might guide the aircraft to a questionable contact.

The aircraft were often subjected to VC ground fire from beaches, jungles and junks. Despite the low flight altitudes, however, Patron One aircraft sustained only minor damage and suffered no casualties among the flight crews.

The Saigon detachment came under its heaviest fire while on the ground, and this time there were casualties. Early in the morning of 13 April the Viet Cong attacked the

air base with mortar. Aviation Machinist's Mate Second Class Randolph P. Vedros was killed and several other squadron Navymen were wounded.

The attack occurred shortly after midnight. By dawn the ground crews were hard at work repairing the damage and within eight hours the detachment launched a Market Time mission. Within a few days the most seriously damaged plane was underway on its own power.

**M**ANY OF THE CHIEFS and senior officers found the conditions of combat in Vietnam similar to those they had experienced during WWII and Korea: Heat, insects, rats, smells, mud and marstan matting.

The 12 aircraft averaged 1100 flight hours each month. To date the squadron has flown more than 48,500 hours without an accident. The unit holds the CNO Aviation Safety Award for West Coast patrol squadrons as well as the 1965 Battle Efficiency "E" and the Isbell Trophy.

While deployed, each of the 12 Patron One flight crews became "alpha" qualified. The squadron claims to be the first to qualify all its aircrews while deployed and under combat conditions.

An "alpha" crew is one which has successfully completed a long series of exercises and thus established its combat readiness. The exercises include weapon loading, weapon delivery, aerial mining, reconnaissance and antisubmarine warfare. The final operation consists of a submarine hunt and simulated kill.

**FAMILY STYLE**—Henry A. Martin, AT3, is greeted by his wife and daughter as Patron One returns from Vietnam. Rt: LTJG R. M. Clark gets hug from wife.







# Beachmasters

**T**HERE'S MORE to an amphibious assault than a battalion of Marines. The beachmasters can tell you. So can the amphibious constructionmen and the assault craft handlers.

They are all part of the Naval Beach Groups—and in every major landing they are right behind the first two boat waves.

These Navymen handle the multitude of little-known tasks common to any amphibious landing—they drive the boats that carry troops and supplies, build roads and clear the beaches, direct traffic on the crowded beaches and stack material as it is brought ashore.

The outfit assigned this task with the Seventh Fleet amphibious forces is the San Diego-based Naval Beach Group One's Western Pacific Detachment.

While many of the detachment's 800 men are embarked on amphibious force ships and are ready to land with the Seventh Fleet's seaborne Marine battalion landing team, others already are ashore in Vietnam supporting troops who have recently landed.

One of the Naval Beach Group's bigger jobs in Vietnam was moving gear over a large pontoon causeway they maintained at Chu Lai while the airfield was being built last year.

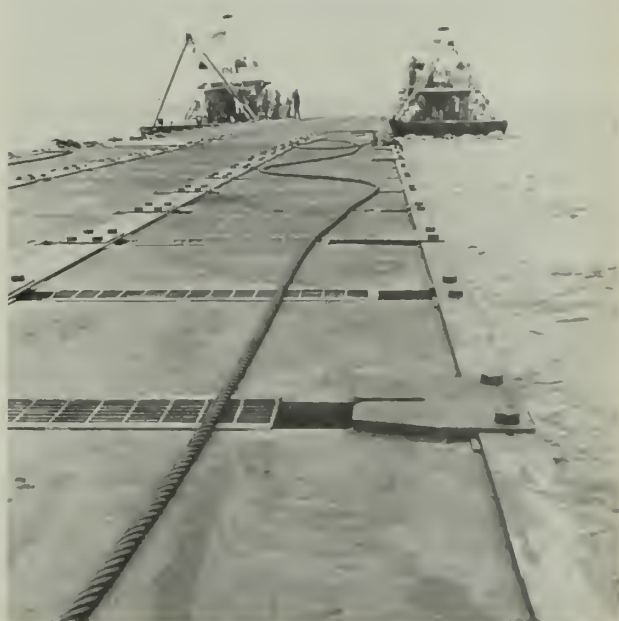
At the Navy's large supply activity in DaNang, the men provided stevedores and lighter crews and operated a floating fuel line until permanent personnel were sent in to relieve them.

Other men of the group's three combat-ready, self-supporting components—a beachmaster unit, an amphibious construction battalion and an assault craft division—remain at their Yokosuka, Japan, headquarters. They train for such tasks as directing complex beach operations, installing pontoon causeways, laying floating lines, improving landing sites and salvaging disabled landing craft.

But they're always ready to ship out in support of Seventh Fleet amphibious landings.

*Clockwise, from top left:* (1) Beachmasters run telephone line from beach to command ship. (2) Floating fuel line is brought ashore. (3) Tugs push pontoon causeway to beach. (4) Equipment operator clears landing site with bulldozer.

—Story and Photos by James F. Falk, JOC, USN



# SERVICESCOPE

Brief news items about other branches of the armed services.



ON THE WING—Air Force *Thunderchief* from Tactical Air Command is visible over insignia on wing of another.

SURVIVAL FOOD may never rival the cookery of a cordon bleu. However, it may be considerably improved by new preservation methods now being developed by the Army.

The new process involves packaging food, then giving it a small dose of gamma rays from a cobalt-60 source. No radiation remains in the treated food product which is as healthful and wholesome as any heat-processed food.

Consequences of this procedure could be widespread. Refrigeration needs would be reduced with consequent lower food losses through spoilage.

Better control of food-borne disease would also be achieved and more fresh meats and vegetables would be available to field units in combat.

Tasty dinners could be included in survival kits and the traditional C-ration could be relegated to a museum case as a memento of the military past.

★ ★ ★

AIR RECONNAISSANCE men may soon see the image their cameras record even before their plane lands. Such speed seems possible with an experimental film processing system which was developed for the Air Force Avionics Laboratory at Wright-Patterson Air Force Base, Ohio.

The new system produces a high quality negative and a positive transparency—all within 30 seconds.

Because a positive photographic image is produced so quickly, the pictures can be scanned while the plane is still in the air, then jettisoned to the ground or made available to photo interpreters as soon as the plane lands. The process can be used in black and white. Other emulsions could be processed by this technique, including infrared and aerial color photography.

Black and white positive transparencies can be made almost immediately using a portable processor six feet long and one foot square. A film-like material is brought in contact or laminated with an exposed negative material. When peeled apart after a brief interval, both the positive print and negative are available.

The new technique uses a polyester film base which carries a gelatin layer containing a developer. Before film is processed, it must be soaked with one of several processing solutions called imbibants. The imbibants contain chemicals which develop and fix the negative then transfer the positive image to the film. No further processing is required.

★ ★ ★

IF IT TESTS out successfully, an experimental vertical short takeoff and landing (V/STOL) aircraft with a substantial cargo capacity may revolutionize air transport by making a forest clearing as good for landing cargo as a multi-million dollar runway complex.

The plane being tested is the XC-142A, a V/STOL tri-service transport. So far, it has been able to carry dummy cargo loads weighing as much as 4000 pounds and drop them either while hovering only five feet above the ground or while flying forward at 30 knots.

Dumping cargo is the plane's forte. It does this either while flying at low speeds or hovering with the fuselage tilted upward several degrees. The cargo, which is mounted on rollers, slides out the rear end of the aircraft to a comparatively easy landing on the ground a few feet below.

The plane was developed for use in brushfire warfare where wide dispersion of units and rapid delivery of troops and supplies to remote areas required new techniques in logistics.

In addition to its military application, the XC-142A could bring a radical change to civilian air transport by making the smallest town accessible to air cargo deliveries.

The change could even be felt in large cities where



TROOPERS of the Army's 101st Airborne Division use Viet Cong trench for cover during Operation Hawthorne.



air cargoes need not necessarily be delivered hours away from their ultimate destination.

The XC-142A was designed to carry 32 fully equipped combat troops or 8000 pounds of cargo at a combat radius of 200 nautical miles. When it uses special fuel tanks inside the cargo space, the plane has a ferry range of over 2600 nautical miles and requires only a short 680 feet for takeoff. It lands vertically upon arrival at its destination.

In terms of payload, the XC-142A could carry a variety of payloads including: Components of tactical missile systems; a one and one-quarter ton truck; 32 troops; 24 litter patients; large palletized cargoes; or many other weapons or combinations.

Despite its large cargo carrying ability, the XC-142A has a wingspan of 67 and one-half feet, an over-all length of 58 feet, and a height of 26 feet. The troop and cargo compartment is 30 feet long, seven and one-half feet wide and seven feet high.

★ ★ ★

THE ARMY'S OV-1 *Mohawk* set five world records for its class, according to claims filed with the Federation Aeronautique Internationale (FAI). The surveillance aircraft is in a new category which the FAI established to include land-based turboprop planes weighing between 13,227 and 17,636 pounds.

In tests made at Long Island, N.Y., the *Mohawk* was made to climb 9842 feet in three minutes and 46 seconds. It completed a climb of 19,685 in nine minutes and nine seconds and sustained an altitude of 32,000 feet in horizontal flight.

The plane also flew a straight-line, nonstop-distance course covering 2422 miles in nine hours and 34 minutes—an average of about 255 miles per hour.

The fifth test was a closed-circuit flight in which the OV-1 covered 100 kilometers at 5000 feet in 12 minutes and 48.8 seconds—an average speed of 292 miles per hour.

The *Mohawk* is equipped with cameras, side-looking airborne radar and infrared devices. The Army has used the plane in Southeast Asia since 1962.

★ ★ ★

TAXI TO A SPACE STATION, anyone? It may someday be commonplace. That is the ultimate objective of an Air Force project called START—to develop a revolutionary, manned wingless rocket plane which can operate between orbiting space stations and earth to taxi men and materials. The craft would be capable of normal landings on earth.

With the recent letting of a contract to design and build a one-man version of such a vehicle—technically referred to as a "lifting body"—the project reached the third of three stages. For several years, various types of testing and developing under the Spacecraft Technology and Advanced Reentry Test program were pursued. The rocket ship phase is called PILOT—Piloted Low-speed Test project.

Project PILOT's rocket-powered vehicle, the SV-5P, will be used to explore the flight characteristics and maneuverability of wingless lifting bodies in the earth's atmosphere. It will look like a midget wingless fighter with three tail fins.

The top of the 24-foot-long SV-5P will stand about



WATCHFUL EYES of Air Force sentry and dog watch F-4C *Phantom* land at Camranh Bay air base in Vietnam.

eight feet above ground. Its long, bulbous-shaped nose will flare back to three vertical fins which will provide the necessary airfoil shape for lift normally derived from wings. It will weigh 5000 pounds.

Initially, the SV-5P will be carried aloft under the wing of a B-52 aircraft and dropped for powerless, gliding flights, landing at Edwards Air Force Base, Calif. In later powered tests, it will be dropped from the B-52, then rocket to Mach 2 speed at about 100,000 feet, from where it will again maneuver back to the landing area.

Before these manned experiments take place, however, an unmanned version of the SV-5P will be boosted to orbital altitude and hypersonic speeds by a booster rocket, then reenter the earth's atmosphere to be guided to a landing.

Research data and technology obtained from these tests and from other closely related projects will provide a sound base of engineering knowledge which will be useful in the design of similar future vehicles.



AIRLIFT—Army UH-1D helicopters prepare to move troops of 25th Infantry Div. from one staging area to another.

# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **LEADERSHIP EXAMS**—Come next August, you'll be required to have passed a special military/leadership examination before becoming eligible to advance to grade E-4 and E-5.

As outlined in BuPers Notice 1418 of 25 Aug 1966, everyone desiring to participate in the Navy-wide examinations for advancement to pay grades E-4 and E-5 must previously have passed a separate military/leadership exam.

You may take the leadership exam for the next higher pay grade without regard to time in pay grade, and you only have to pass it once for each pay grade.

The leadership exams will be given quarterly, beginning in January 1967 for active duty personnel, and July 1967 for inactive Reservists.

If you are authorized automatic advancement without examination (STAR, SCORE, BuPers Inst 1430-14 series), you still have to pass the military/leadership exam before you may be advanced.

Personnel in pay grade E-2 also may take the military/leadership exam, even though they are not yet eligible to take the professional examination for advancement to E-4.

If for any reason you are not eligible to take the professional advancement exam, you still should make an effort to take the leadership

exam as soon as possible. It will help give you an insight of the military position, and at the same time you'll be hurdling one exam and can concentrate during later study for the professional exam.

The requirement for the leadership exam does not begin until the August advancement exams, but those personnel taking the February advancement exams are urged to take the leadership exam anyway, even though it's not yet required.

Here is the schedule for administration of the military/leadership exams:

• **Active duty personnel** (Exams commence in January 1967)

Personnel in pay grades E-2 and E-3 may take the E-4 exam on the second Tuesday in January, and the first Tuesday in April, July and October.

Those in pay grades E-4 may take the E-5 exam on the second Thursday in January, and the first Thursday in April, July and October.

• **Inactive duty Reservists** (Exams commence in July 1967)

For pay grades E-2, E-3, and E-4, the exam will be given on the first scheduled training period in January, April, July and October.

The regular advancement exams will contain 150 questions, all dealing with the professional aspects of your individual rating.

• **AIR FARES**—The airline industry has made several changes in the regulations governing military standby fares, giving special consideration to servicemen traveling at reduced rates.

The new rules regarding reduced fares, which vary with different air lines, will take many traveling Navy-men out of the "standby" category and put them in the "confirmed reservations" set.

For example, many of the airlines are permitting military personnel in an emergency leave status to have confirmed reservations, even though paying the standby fare. In such cases, a document from the commanding officer or from the American Red Cross will confirm that the authorized leave is an emergency.

Other airlines have a "furlough fare" which provides for the serviceman to pay a slightly higher percentage of the regular fare (ranging from 60 per cent to 66 2/3 per cent) in order to guarantee him confirmed reservations.

See BuPers Notice 4632 of 22 Aug 1966, or your transportation officer, for more details.

### Meatballs Are Flying; 'E' Awards Announced

ONCE AGAIN newly earned meatball pennants flap at the foretrucks of the Fleet's best ships. The fiscal year 1966 Battle Efficiency "E" competition is complete, and the winners have been announced.

As you're certain to notice, several competitive groups are not included. The naval air forces of both Fleets are now on a separate competitive

CAN AGENT 007 locate the latest issue of ALL HANDS? Remember, each copy should be passed on to 009 others.





cycle, and winners will not be announced until early 1967.

In some instances, the tempo of operations prevented participation. MinPac's second, fifth and sixth groups, for instance, did not compete. They had other jobs to do.

Below is a partial listing of this year's battle "E" winners. ALL HANDS will print the names of others when the announcements are received from type commanders or the ships concerned.

#### Cruiser Destroyer Force, Atlantic:

Wollock L. Lind (DD 703)  
Johnston (DD 821)  
Semmes (DDG 18)  
Goodrich (DDR 831)  
Lloyd Thomas (DD 764)  
Davis (DD 937)  
Noo (DD 841)  
Harwood (DD 861)  
Sampson (DDG 10)  
Newman K. Perry (DD 883)  
DuPont (DD 941)  
Samuel B. Roberts (DD 823)  
Yornoll (DD 541)  
Holder (DD 819)  
Waller (DD 466)  
Von Voorhis (DE 1028)  
Glennon (DD 840)  
Grand Canyon (AD 28)  
Yosemite (AD 19)

#### Cruiser Destroyer Force, Pacific

Oklohomo City (CLG 5)  
Piedmont (AD 17)  
Frontier (AD 25)  
John R. Craig (DD 885)  
Reeves (DLG 24)  
Woddell (DDG 21)  
Gridley (DLG 21)  
John W. Thomason (DD 760)  
Alfred A. Cunningham (DD 752)  
McMorris (DE 1036)

#### Mine Force, Atlantic

Meadowlark (MSC 196)

### Latest PGM

The patrol motor gunboat USS *Asheville* (PGM 84), newest member of the Navy's small craft Fleet, was commissioned in early August, at Tacoma, Wash.

*Asheville*, which was authorized in the fiscal year 1963 shipbuilding and conversion program, is constructed of aluminum. She has an over-all length of approximately 165 feet, a beam of 24 feet, and a full-load displacement of 240 tons.

*Asheville's* armament will include one 3-inch/50 caliber mount, one 40-mm gun, and two 50-caliber machine guns. She is powered by a combination gas turbine and diesel engine propulsion plant.

The keel of *Asheville* was laid on 15 Apr 1964, and she was launched on 1 May 1965.

Skill (MSO 471)

Jocona (MSC 193)

Direct (MSO 430)

Adrait (MSO 509)

Vital (MSO 474)

Fidelity (MSO 443)

Pandemus (ARL 18)

#### Mine Force, Pacific

Whippoorwill (MSC 207)

Gollont (MSO 489)

Persistent (MSO 491)

#### Submarine Force, Atlantic:

Corporal (SS 346)

Piper (SS 409)

Thornback (SS 418)

Trigger (SS 564)

Sea Leopard (SS 483)

Scorpion (SSN 589)

Sealion (APSS 315)

Blenny (SS 324)

Sea Robin (SS 407)

Holbeck (SS 352)

Grenadier (SS 525)

Sea Poocher (SS 406)

Marlin (SST 2)

Doce (SSN 607)

Howard W. Gilmore (AS 16)

Tringa (ARS 16)

#### Submarine Force, Pacific

Seadragon (SSN 584)

Sabalo (SS 302)

Bonefish (SS 582)

Snook (SSN 592)

Sea Fox (SS 402)

Caiman (SS 323)

Spinax (SS 489)

Pomodora (SS 486)

Sculpin (SSN 590)

Plunger (SSN 595)

Greenfish (SS 351)

Chonticleer (ASR 7)

#### Amphibious Force, Atlantic

Guom (LPH 9)

Telfair (APA 210)

Sondoval (APA 194)

York County (LST 1175)

Ronkin (AKA 103)

Guodolconal (LPH 7)

Talbot County (LST 1153)

LCU 1612

LCU 1492

#### Amphibious Force, Pacific

Kemper County (LST 854)

Henry County (LST 824)

Westchester County (LST 1167)

Eldorado (AGC 11)

Volley Forge (LPH 8)

Bayfield (APA 33)

#### Service Force, Atlantic

Alstede (AF 48)

Nontoholo (AO 60)

Chewoucon (AOG 50)

Arcturus (AF 52)

Truckee (AO 147)—eighth consecutive award

Koskoskio (AO 27)

Tutuilo (ARG 4)

Escape (ARS 6)

Paute (ATF 159)

Popago (ATF 160)

Son Pablo (AGS 30)

Tonner (AGS 15)

Georgetown (AGTR 2)

Alcor (AK 259)

Mobile Construction Battalion One

# QUIZ AWEIGH

How salty are you? Do you have your Shellback card? Can you readily determine the difference between port and starboard? Have you pulled liberty in more ports than most of your peers can name?

If you've answered "yes" to all of those questions, chances are you've swapped enough sea stories to piece together the two lists below. Just match each ship's name with its proper (but unofficial) nickname.

A score of 12 or more qualifies you as an ardent sailor; 10 or more gives you a seat in a salty conversation; if you get less than 10, you need a little more sea time.

1. USS Massachusetts
2. USS Yorktown
3. USS Constitution
4. USS Missouri
5. USS Salt Lake City
6. USS Volcano
7. USS Honolulu
8. USS Wyoming
9. USS North Carolina
10. USS Cowpens
11. USS Rochester
12. USS Princeton
13. USS Philippine Sea
14. USS Coontz



#### Nicknames

- A. Sweet Pea
- B. Rocky Moru
- C. Show Boat
- D. Mighty Moo
- E. Old Ironsides
- F. Blue Goose
- G. Back Every Friday
- H. White Ghost of the Persian Gulf
- I. Big Mamie
- J. Battle Axe
- K. Onion Skin
- L. Swayback Moru
- M. Fighting Lady
- N. Big Charlie

If you find you need to check your answers, turn to page 64.

# THE BULLETIN BOARD

## You Play an Important Role in International Finance via BOP

**T**HERE'S A TERM used in our monetary world with which each Navyman and his family should become familiar.

It's called BOP—balance of payment.

As technical as it may sound, BOP is relatively simple, even though it involves billions of dollars.

Essentially, it is the balance of money the U. S. Treasury has at the end of a fixed period after all dollars, such as foreign aid and trade, have entered or left the country.

There are times, however, when situations such as the Vietnam crisis develop. There are military requirements that can only be satisfied by procurement of material and services from foreign sources. This creates a flow of dollars abroad and increases the U. S. Balance of Payments deficit. These expenditures, coupled with commercial trade, foreign aid, bank loans, and so forth, when in excess of receipts from foreign countries, result in a BOP deficit.

In other words, the nation as a whole spends more than it receives in its foreign commerce.

This problem has become critical.

For example, if the foreign countries were, for some reason, to demand an exchange of U. S. dollars for gold, which we use to back up our currency, it might deplete our reserves to where the value of the dollar could be placed in distrust.

We faced this problem during the Korean conflict when the drain of gold left us with an annual deficit which averaged 1.5 billion dollars until 1957 (the only year the U. S. has had a credit in the national balance of payments since 1950).

However, in 1958 and 1959, because of the Berlin crisis, the deficit increased to 3.5 and 3.8 billion dollars, respectively. The following year, the deficit reached a new high of 3.9 billion.

To offset this drain, the government encouraged an export drive. The success of this drive quieted fears that the U. S. had priced itself out of world markets, but failed to

reduce the balance of payments deficit below the 3.5 billion level. The major reasons may be attributed to two trends: an increase in U. S. investments abroad plus an outflow of *hot* capital (money deposited overseas which draws high interest rates).

Military expenditures and the support of U. S. military establishments overseas also accounted for a portion of the balance of payments deficit. Pay and allowances to servicemen stationed overseas were a major portion of these military expenditures.

Steps were taken, in one form or another, by the government to reduce the balance of payment deficit in many areas of international finance. However, a very large portion of this money was being spent by military personnel and their families stationed overseas.

To help decrease this amount, the President in 1960 directed that the number of dependents overseas be reduced by one-third. This order was later rescinded on the assurance by the Department of Defense that the serviceman could contribute to the balance of payments credit in other ways.

To begin with, members and their dependents overseas have been ask-

ed to trim spending for foreign materials to \$100 per year per person.

In addition, DOD urges families to buy only those foreign goods of necessity which are not available through exchanges or the U. S. Compatible with this request, certain foreign products and U. S. goods previously unavailable are now stocked in overseas exchanges.

Commanders abroad are also hiring servicemen for after-hours employment in nonappropriated fund activities, and dependents for full-time work to the maximum extent possible.

Applying these cost reduction plans is essential if the U. S. is to realize any substantial savings in the immediate future. As it stands now, our military spending overseas increases daily. This drain on our savings is primarily due to increased operations and maintenance costs, increased military manpower overseas, and increased military construction expenditures, particularly in Vietnam.

To offset this overseas spending, DOD has outlined these latest programs, and is asking Navy men to consider their application when assigned overseas.

- Allow payment for unused leave and other allowances to accumulate on the books.

- Have paychecks (or a portion) mailed to financial organizations, for example, savings bank, savings and loan association or similar organization, and federal or state-chartered credit unions (checks drawn on depositary banks are excluded).

- Increase, as applicable, the amount of allotments sent to financial establishments or dependents upon qualification for certain classes of special and incentive pay.

- Join U. S.-sponsored credit unions and share in their savings programs.

- Buy U. S. Savings Bonds.

- Buy American products at U. S. exchanges and commissaries.

- Patronize the United States service clubs and messes.

All-Navy Cartoon Contest  
Michael L. Shane, FTG1, USN



"...and 1023 counts of missing muster!"



### Duty-Free Merchandise

Merchandise manufactured in the United States and purchased in any port or base exchange overseas may be returned to the United States on a duty-free basis.

When mailing a duty-free item, the Exchange Service customer must add the words "Returned U. S. Merchandise" on the U. S. customs forms.

The proper customs forms are available in all base and ship post offices.

Another savings program signed into law in August guarantees an all-time high rate of 10 per cent interest to investors in the Savings Deposit Program, formerly known as the Soldiers, Sailors, and Airmen Deposit Fund Accounts. This applies solely to those persons overseas. Officers are now eligible to participate in the new Savings Deposit Program.

Many of these programs mentioned, which have been put into practice, show favorable saving results.

But, according to the Navy's financial managers, it's the impact of voluntary savings by individuals which will reveal whether or not the Department of the Navy meets this year's goal.

In other words, it's up to the Navyman to help fill the gap and bring our credit up in the balance of payments deficit. This effort not only will benefit the Navy but also the individual as well.

For an insight into the savings programs listed above, refer to these four major instructions and notices:

- SecNav Inst 5381.3
- NavCompt Inst 7200.12
- SecNav Notice 7220 of 28 Mar 1966
- NavCompt Notice 7220 of 19 May 1966.

### 13,000 Dives for Piper

The crew of the submarine *uss Piper* (SS 409) claims she is the diving champ of active duty submarines.

*Piper* recorded her 13,000th dive on 26 July. At last count the total was 13,120. She was commissioned in 1944.

According to *Piper* crewmembers, the highest number of dives recorded in the Submarine Library of

the U.S. Naval Submarine Base, New London, is 13,851. This record is held by *uss Sarda* (SS 488). *Sarda*, however, was decommissioned in 1964.

### World Cruise

Home after a seven-month, around-the-world cruise are Destroyer Divisions 121 and 122, homeported in Newport, R. I.

On the last leg of their journey from the Western Pacific, the eight ships transited the Suez Canal and made a midsummer visit to Athens, Greece.

After this shore leave, DesDiv

121, consisting of destroyers *uss Davis* (DD 937), *Basilone* (DD 824), *Fiske* (DD 842), and the radar picket destroyer *Dyess* (DDR 880), proceeded to make port Barcelona, Spain.

At the same time, the destroyers of DesDiv 122, *uss Richard E. Kraus* (DD 849), *Massey* (DD 778), *Fred T. Berry* (DD 585), and the radar picket destroyer *Stickell* (DDR 888), journeyed to Palma, Majorca.

The divisions' last Mediterranean port-of-call was Gibraltar where the destroyers stopped briefly for fuel. They then traveled on to Newport, completing their global cruise.

## NOW HERE'S THIS

### Existence Doubtful

One would think that a mountain is either there, or it isn't there. You go to the place where it's supposed to be, and you open your eyes. End of argument.

But, if the reported mountain is an undersea mountain, and you are a hydrographer trying to chart that section of the ocean, you may have problems.

These seamounts, as submarine mountains are called, are actually volcanic peaks rising from the floor of the ocean but not quite reaching the surface. (If they did reach the top of the water they would, of course, be islands, or atolls.)

Obviously, seamounts are potential hazards to shipping, in the same way icebergs are. Fortunately, since the seamounts don't move around like icebergs, they can be accurately charted. Or can they?

Periodically, merchant vessels sailing normal searoutes have reported the existence of these underwater obstacles where only deep ocean water had previously been recorded.

Then, when oceanographic survey ships are sent out to check on the seamounts, they find nothing.

A good example of a "phantom" seamount is the one reported in July 1948 by the merchant ship *SS American Scout*. The ship's personnel placed their fathometer in operation after noting an unusual green color in the water. This was about 600 miles east of Newfoundland, in an area previously charted as deep water. The instrument indicated shallow water.

Other merchantmen had reported a similar phenomenon in about the same area. The Naval Oceanographic Office sent one of their highly instrumented oceanographic ships to check out this underwater mountain. They found nothing but miles of water over a rolling ocean floor. Not even an underwater malehill.

But they did find schools of fish and other marine life close to the surface. Evidently, this was what had been seen and recorded by the merchantmen. A school of fish will return an echo to the sounding gear, thus presenting itself as the ocean floor.

Even if the hydrographer finds no seamount in the reported area, he still has a problem. If he removes the hazard from the nautical chart, he could be endangering many lives. Suppose, for instance, that the merchantman who reported the seamount was a little off in his navigation, and the hazard really lies a few miles from the reported position? It would be better, in that case, to have at least some indication on the chart that the area could be dangerous.

Therefore, the hydrographer, faced with a potential disaster should he fail to mark in a questionable seamount, inevitably indicates the hazard on the chart, and then pens in "Existence Doubtful."



# Rating Control Roundup

THE RATING CONTROL people have a few words of counsel for boiler-men this month and a special message for E-8s and E-9s in the SP, BT and MM ratings.

**Volunteers for Class "B" Boilerman School**—The Class "B" boilerman school at Philadelphia needs volunteers. Its capacity has recently been expanded to accommodate 600 BTs per year in an 18-week course. At present, there are some vacancies.

This school provides an excellent theoretical and practical background in the operation and maintenance of fossil-fueled steam generating plants, with emphasis on the 1200-psi design.

If you show aptitude in the Class "B" school, you may be selected for seven weeks' advanced training in automatic combustion control devices, or six weeks in pressure-fired boilers, or both, depending upon current requirements.

At the present time, students are ordered to the Class "B" school on a temporary-instruction basis, which means that you will be reimbursed for only one move for your dependents and household goods.

If you are rotating from shore to sea, or are completing an enlistment, you are urged to apply for this schooling. If you don't fall into either of these categories, you will have to take your chances on acceptance.

**Sea/Shore Rotations of BTCSSs, MMCSs and SPCMs**—Based upon the current distribution of billets between the sea and shore categories, it was anticipated that BTCSSs and SPCMs would serve 48 months in assignments designated as sea duty and 24 months in assignments designated as shore duty.

The establishment of the 48-month sea tour was based on the 24-month shore tour. However, a large proportion of the shore tour billets are for 36 months, which means longer sea tours and a narrower choice of assignments for men now at sea.

However, the future looks brighter due to the possibility of more shore billets and the readjustment of some shore tours that are longer than 24 months.

Assignment of E-8 and E-9 BTs,

MMs, BRs and SPCMs is done by SPCM R. E. Hanson. Phone area code 202, OX 4-4785.

Detailing of senior and master chief petty officers for duty in submarines and nuclear power surface ships requiring a nuclear NEC is controlled by Submarine and Nuclear Distribution Control (Pers B-2115). The phone number is area code 202, OXford 42346 or 42622.

From a review of the individual preference cards which have been submitted recently, it is apparent that few men know of the type of duty assignments available for MMs and BTs at the E-8 and E-9 level.

In an effort to rectify this situation, the assignment people have gone to considerable pains to compile the list published below which will provide senior SPs, BTs and MMs with information concerning the location and nature of opportunities ashore and at sea.

They ask—again—that the duty choices on your preference card be made as wide as possible in order to provide reasonable alternatives to your detailee. Changes in your duty preference should be made on a new duty preference card and submitted as soon as possible. Be sure to include your chronological history of duty assignments for the past 10 years.

Requests for split sea tours will be sympathetically considered. Early notification of your intention to request transfer to the Fleet Reserve

will also be appreciated by BuPers.

Here's the list of current assignments for SPCMs, MMCSs and BTCSSs.

## Current SPCM Assignments

| Type Billet   | Share   |            |
|---------------|---------|------------|
|               | General | Instructor |
| 1 ND          | 1       | 4          |
| 3 ND          |         | 1          |
| 4 ND          | 3       | 2          |
| 5 ND          | 11      | 1          |
| 6 ND          | 5       |            |
| 8 ND          | 1       |            |
| 9 ND          |         | 8          |
| 11 ND         | 16      | 12         |
| 12 ND         | 3       |            |
| 13 ND         | 1       |            |
| 14 ND         | 1       |            |
| Overseas Lont |         |            |
| Overseas Pac  | 2       |            |

There is no specific allowance for SPCMs in recruiting duty. Those presently in this type of duty were advanced while in billet.

## Current SPCM Assignments

| Type Ship | Sea  |     |
|-----------|------|-----|
|           | Lont | Poc |
| CVA       | 9    | 11  |
| CVS       | 5    | 4   |
| CA/CAG    | 2    | 2   |
| CG/CLG    | 5    | 5   |
| DLG/DDG   | 15   | 12  |
| DD/DDR    | 62   | 44  |
| SS/SSN    | 12   | 3   |
| AD/AS     | 18   | 9   |
| AKA/APA   | 10   | 7   |
| LPD/LPH   | 5    | 8   |
| AE/AF     | 7    | 6   |
| AO/AOE    | 17   | 39  |
| AR/AFS    | 3    | 5   |
| AV/AGMR   | 2    | 3   |
| ARG/EAG   | 2    | 1   |
| Other     | 6    | 9   |

Two billets assigned to CV5s are now located in the continental United States.

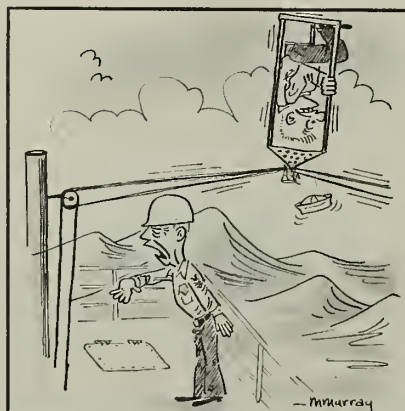
## Current MMCS Assignments

| Type Billet   | Shore   |            |
|---------------|---------|------------|
|               | General | Instructor |
| 1 ND          | 3       | 3          |
| 3 ND          |         | 5          |
| 4 ND          | 2       |            |
| 5 ND          | 10      | 5          |
| 6 ND          | 6       |            |
| 8 ND          | 2       |            |
| 9 ND          | 1       | 20         |
| 11 ND         | 7       | 16         |
| 12 ND         | 8       | 4          |
| 13 ND         | 1       | 9*         |
| 14 ND         | 30      |            |
| Overseas Lont | 3       |            |
| Overseas Pac  | 2       |            |

At present there is an allowance for eight recruiters. These billets are not written for any specific naval district. The men filling these allowances are usually E-7s who were selected for E-8 while on toured shore duty as recruiters.

\*NEC 3385.

All-Navy Cartoon Contest  
LT Melville C. Murray



"Slack Off"



## Current MMCS Assignments

| Type    | Sea  |     |
|---------|------|-----|
| Ship    | Lant | Pac |
| CVA     | 2    | 6   |
| CVS     | 2    | 4   |
| CA/CAG  |      | 2   |
| CG/CLG  | 1    | 4   |
| DLG/DDG | 23   | 24  |
| DD/DDR  | 67   | 48  |
| SS/SSN  | 85   | 23  |
| AD/AS   | 2    | 2   |
| AKA/APA | 1    |     |
| LPD/LPH | 5    | 2   |
| AE/AF   |      |     |
| AO/AOE  | 3    | 2   |
| AR/AFS  |      |     |
| AV/AGMR | 1    |     |
| AGR/EAG | 1    |     |
| Other   | 2    | 15  |

## Current BTCS Assignments

| Type          | Shore   |            |
|---------------|---------|------------|
| Billet        | General | Instructor |
| 1 ND          | 2       | 4          |
| 3 ND          |         | 5          |
| 4 ND          | 1       | 2          |
| 5 ND          | 9       |            |
| 6 ND          | 8       | 1          |
| 8 ND          | 2       |            |
| 9 ND          | 1       | 6          |
| 11 ND         | 7       | 14         |
| 12 ND         | 9       | 1          |
| 13 ND         | 1       |            |
| 14 ND         |         |            |
| Overseas Lant | 2       |            |
| Overseas Pac  | 2       |            |

At present there is an allowance for 11 recruiters. These billets are not written for any specific naval district. The men filling these allowances are usually E-7s who were selected for E-8 while on tared shore duty as recruiters.

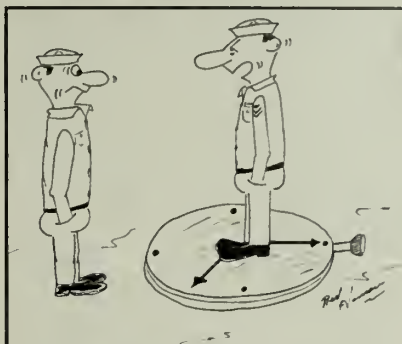
## Current BTCS Assignments

| Type    | Sea  |     |
|---------|------|-----|
| Ship    | Lant | Pac |
| CVA     | 2    | 6   |
| CVS     | 5    | 3   |
| CA/CAG  | 2    |     |
| CG/CLG  | 3    | 4   |
| DLG/DDG | 19   | 23  |
| DD/DDR  | 68   | 64  |
| AD/AS   | 3    | 1   |
| AKA/APA |      |     |
| LPD/LPH | 6    | 5   |
| AE/AF   |      |     |
| AO/AOE  |      | 2   |
| AR/AFS  | 4    | 2   |
| AV/AGMR |      |     |
| AGR/EAG |      |     |
| Other   | 7    | 4   |

(Note: Various special billets not shown in the above tables became available from time to time in activities such as work study groups. These billets are temporary in nature and seldom involve more than one assigned tour).

Information on other ratings will be published in ALL HANDS as it becomes available.

## All-Navy Cartoon Contest Peter A. Hansen, EN1, USN



"I'm a wolchstander . . . Why?"

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instruction and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

### Alnavs

No. 55—Stated that when one member of the armed forces is serving with a military unit in South Vietnam, another member of the same family may, at his request, be deferred from military assignment in Vietnam until completion of the first member's tour.

No. 56—Provided further details on the new savings deposit program for personnel stationed outside the continental United States or its possessions.

No. 57—Discussed maximum rental rates for inadequate family quarters.

No. 58—Contained a message by

## All-Navy Cartoon Contest ENS Dale C. Behse, USNR



"Hello, Security Department? There's been a rather large theft out here!"

the Secretary of the Navy commending to overseas personnel and forces afloat the new savings deposit program.

### Instructions

No. 1300.35A—Discusses the policy and procedures for the designation and assignment or discharge of those who qualify as sole surviving sons.

No. 1510.104A—Announces a change in certain areas of the formal training of electronics technicians and provided for the administration of the Selective Electronics Training program.

### Notices

No. 1000 (15 August)—Notified commanders that the use of the terms "leader" and "non-leader" should be discontinued.

No. 1430 (18 August)—Announced the selection of personnel for change in rating to aviation support equipment technician (AS) and provided procedures for change in rating.

No. 1920 (19 August)—Provided information concerning the selective retention on active duty of officers in several categories.

No. 4632 (22 August)—Discussed the rules governing the use of reduced air fares applicable to military personnel on leave or furlough.

No. 1418 (25 August)—Announced separate military and leadership examinations for advancement to pay grades E-4 and E-5.

No. 1440 (25 August)—Announced a change in the fire control technician rating.

No. 1418 (30 August)—Announced revised Navy-wide examinations for the FT and ST ratings.

No. 1531 (31 August)—Announced the names of active duty enlisted personnel who were selected for entrance to the Naval Preparatory School as candidates for appointment to the Naval Academy.

No. 1400 (6 September)—Described the initial screening and solicitation of the nomination of candidates for the position of senior enlisted advisor of the Navy.

No. 1300 (15 September)—Established procedures regarding the assignment of naval personnel who have been twice or three times wounded while on duty in Vietnam or adjacent waters.

# You May Have a Refund Coming on Those Auto Taxes You Paid

**Y**OU MAY HAVE a refund coming. In a recent decision, the United States Supreme Court has clarified the Soldiers' and Sailors' Civil Relief Act, as it pertains to the collection of taxes from servicemen who register automobiles in other than their home state.

Briefly, the court held that, while a serviceman can be required to register his car in the host state if he has not registered it in his home state, he cannot be made to pay certain state taxes other than the customary licensing fee.

As a result of this decision, several states have provided for the refund of taxes improperly collected from servicemen over the past several years.

Before shooting off a letter to the motor vehicle department of your host state, however, you'd better check JAG Inst 5840.5, which describes the correct procedures for doing so.

Here are the states which have made provisions for refund, and a brief description of the procedures in each case:

**California**—Refund applications can only be made on form Reg. 399, which can be obtained by writing to the California Department of Motor Vehicles, P. O. Box 1319, Sacramento, Calif. 95806.

The California Motor Vehicle Department first announced that, because of the statute of limitations, refunds could be claimed only for fees paid for 1964, 1965 or 1966.

Since then, the Attorney General of California has expressed the opinion that the statute of limita-

tions does not include the period of time during which the claimant is in the armed forces, and the three-year period is thereby extended. When submitting claims for the years before 1964, an affidavit as to the period of active duty should be included with the claim.

If the application is for 1966 fees, the California registration card must accompany the application, with the ownership certificate, if available.

No refund may be claimed for fees paid on a trailer, if it was being rented from you at the time the fees were paid.

**Maryland**—Form TD-128 (4/66) is used, and it can be obtained by writing to the Maryland Department of Motor Vehicles, 6601 Ritchie Highway, N. E., Glen Burnie, Md. 21061.

A copy of the form is attached to the JAG Instruction mentioned above and your legal officer may have copies available.

Even if you resided in Maryland, but were assigned to duty elsewhere in the area (that is, D. C. or Virginia), you are entitled to a refund. However, only those claims which are filed within three years of the date of payment of the tax may be refunded.

**Mississippi**—Here, the refund applies only to a tax levied on servicemen owning house trailers.

Two applications are required. One to the State Auditor for the portion of the tax which was the state tax, and another to the county for the portion which was county tax.

The tax receipt must accompany the application. If you lost it (or threw it away) you may obtain another from the county officials to whom the tax was paid.

An affidavit must be sent to support the claim, and it must be notarized. You also must include a certificate, signed by your commanding officer, stating that on the date the tax was paid, you were in Mississippi solely by virtue of military orders.

The form which accompanies the JAG Instruction may be reproduced locally.

**Virginia**—Since the license fees in Virginia are imposed and collected at the local government level, rules for

the entire commonwealth have not been promulgated.

However, the following action is recommended:

- In the future, if you are a non-resident military man living in Virginia and requested by a local official to obtain a license, the JAG directive recommends that you request that it be issued without charge. If payment is still required, you should make payment under written protest. (A notation on your check will be sufficient.)

- For past payment, you should make written claim for refund to the treasurer of the jurisdiction to whom you paid the fee. Thus far all jurisdictions have denied such claims. You should keep a copy of the claim, together with any reply you receive.

The JAG Instruction includes a suggested form for the claim.

## Men in New AS Rating Will Specialize in Maintaining Aviation Support Gear

Welcome to the club.

We are speaking to the 1113 Aviation Support Equipment Technicians selected 1 September for the newly designated AS rating.

The initial breakdown shows we have one master chief, 12 senior chiefs, 88 chiefs, 223 first class, 446 second class, and 343 third class petty officers in the new job.

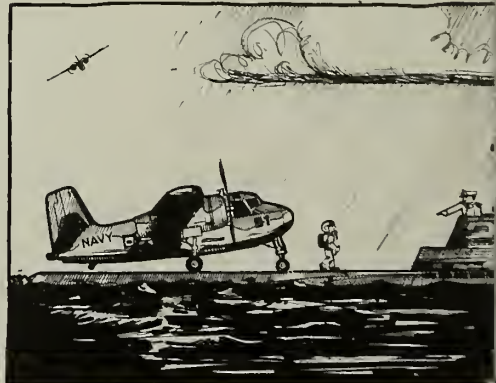
These men will specialize in the maintenance and repair of equipment used in the support of naval

**All-Navy Cartoon Contest**  
Earles L. McCaul, ATW3, USN

**All-Navy Cartoon Contest**  
William R. Maul, CTC, USN



"Where's the head what?"



"You landed it! You get it off."



aircraft, such as jet engine starters, tractors, cranes and mobile power units.

Many of them are already familiar with their new designation since most were selected for the AS rating from jobs which formerly serviced support equipment. Those include, but are not restricted to, AD, AE, AM, EM, EN and MM ratings.

The conversion was made pay grade for pay grade. However, those persons scheduled for advancement in their previous rating will be advanced in their new AS occupation.

The first Navy-wide examinations for advancement within the AS rating are scheduled during the next year. Examinations for promotion to E-4 will be given in February; in May to pay grades E-8 and E-9; and in August to E-5, E-6, and E-7.

If otherwise qualified to take the examination for their previous rating, those E-4 through E-6 members, who have recently been selected for the AS rating, are authorized to participate in the February exams for their former rating. If advanced, they will be promoted to the appropriate AS rate.

To aid in training prospective AS technicians, a Class A school is being established at NATTC Memphis.

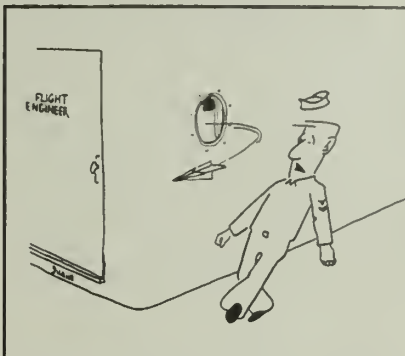
From there the path of advancement spans from E-4 to the warrant officer rank of Aviation Maintenance Technician, or to LDO (Aviation Maintenance).

Although a rating badge design has been approved, the AS badges will not be available for Fleet distribution until after the first of the year. In the meantime, personnel will wear the badges of their previously held rate. The new badge displays the traditional aviation wings separated by a crossed lightning bolt and hammer.

There are three service ratings below E-6 offered within the new profession's structure - Electrical (ASE), Hydraulic and Structure (ASH), and Mechanical (ASM). Members in pay grades E-6 through E-9 hold the general classification.

The ASE technician will be concerned with automotive electrical systems including generators, starters, lights, and ignitions. He will also be involved in the maintenance and operation of auxiliary electrical power units used in gas turbine compressors and air-conditioning

**All-Navy Cartoon Contest**  
Michael L. Shone, FTG1, USN



systems, as well as other electrical and electronic circuits and components of aviation support equipment.

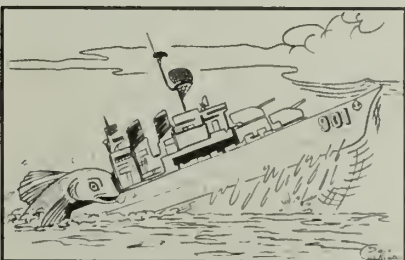
The ASH technician will perform mechanical tasks, such as body and fender work and painting of support equipment. In doing so, he will weld, braze, solder, cut, shape and patch metal. He must be able to repair brake systems, inspect and replace tires and tubes, and be familiar with various hydraulic units.

Knowledge of fuel systems, transmissions and differentials is required of the ASM technician. He repairs and operates gasoline and diesel engines of the support equipment. In addition, he maintains gas turbine compressors and air-conditioning systems used in servicing aircraft.

Now that selections have been made for personnel, their transition into proper billets has become the major concern. Word on these placements and information on sea/shore rotation will be published as soon as available.

Guidelines to follow for future conversions to the AS rating may be found in BuPers Notice 1430 of 18 Aug 1966 and BuPers Inst 1440.5D.

**All-Navy Cartoon Contest**  
David E. Cockrum, YN3, USN



"This is the Captain speaking . . . There will be no more fishing from the fontail until further notice!"

## A Few Precautions on Your Part Will Ensure Arrival Of Your Christmas Mail

Many Christmas packages mailed this year probably won't be delivered until after the Yule season.

This is primarily because senders of these parcels will address them improperly and generally fail to use correct ZIP codes.

These misguiding errors also slow down our daily official mail service in CONUS and overseas. If you're uncertain as to the correctness of an official address, check either the *Standard Navy Distribution List*, Part I (OpNav P09B23-107) or the *Catalog of Naval Shore Activities* (OpNav P09B23-105). The SNDL also contains location numbers of commands serviced by APO and FPO.

As for proper ZIP code numbers for both official and personal mail, they are listed in the *National ZIP Code Directory* (POD Publication 65). Your postal clerk should have one available. If not, your supply office may order one from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20420. Price: \$7.

There are still other means by which you can insure that your mail is delivered quickly. One is to become familiar with surface and air pickup schedules.

Change-of-address notices are also important. Whenever you arrive at a new command or are about to be transferred to another, notify your correspondents of your new address as soon as possible. You should use only the official address as authorized by the commanding officer.

In addition, commands can help reduce mail delays in numerous ways. Among them are:

- Post addresses and ZIP codes on bulletin boards and in ship and station newspapers.
- Overprint, stamp or type ZIP codes on stationery that is currently in stock.

- Insure that ZIP codes are included on addresses printed by addressograph or automatic electronic data processing machines. This becomes mandatory 1 Jan 1967.

Improving the speed of our Navy Postal Service is an all hands effort. Remember the above guidelines and encourage your shipmates to use ZIP in their mail home.

# Here Are the Regs on Proper Address of Enlisted Personnel

IT'S OFFICIAL now. On the basis of recommendations by the SecNav Retention Task Force, enlisted personnel will not, in formal usage, be addressed by their last names only. However, for everyday on-the-job situations, no change is intended in the customary usage of last names only for enlisted personnel in pay grades E-6 and below. Chief petty officers (E-7 through E-9) will still be addressed as "Chief" or "Chief Jones".

The formal oral presentation of enlisted personnel will now be, for instance, "May I present Petty Officer Williams". In the case of E-8 and E-9 members, the "Senior" or "Master" will be prefixed where appropriate. Those persons E-3 and below will be addressed according to their rate, such as Seaman, Fireman, Airman, Hospitalman, etc.

There are three major changes in addressing personnel in writing.

For correspondence such as official letters, permanent change of station and TAD orders and directives, the man's rate and pay grade will precede his name. For example, addressing correspondence is as follows: BM2 Robert Francis Williams, USN, 999 99 99. In the text of the correspondence, he will be referred to as "Petty Officer Williams," or, if an FN, as "Fireman Williams".

In official correspondence where the NEC code is required or considered meaningful, it may be added after the serial number.

Salutations for informal letters and non-official correspondence will be the same as the formal oral address or, "Dear Petty Officer (or Seaman) Williams". When addressing the correspondence, however, the man's name will appear in the same manner used for official correspondence.

On certificates and awards, the man's name, his rating and branch of service should be fully written out in this order:

Robert Francis Williams

Boatswain's Mate Second Class, U.S. Navy

However, if this format does not lend itself to the arrangement of the pre-typed wording on certificates, the format may be adjusted to fit the certificate.

This is true also in the case of certain forms, reports, alphabetical listings and other similar material. The

## Formal oral address

E-9—May I present Master Chief Petty Officer Williams.

E-8—May I present Senior Chief Petty Officer Williams.

E-7—May I present Chief Petty Officer Williams.

E-6, E-5, E-4—May I present Petty Officer Williams.

E-3, E-2, E-1—May I present Seaman/Fireman / Airman / Constructionman / Hospitalman/Dentalman/Stewardsman Williams.

## Informal oral address

E-9, E-8, E-7—Good morning, Chief, or Good morning, Chief Williams.

E-1 through E-6—Good morning, Williams.

## Salutations for informal letters and unofficial correspondence

E-9—Dear Master Chief Petty Officer Williams.

E-8—Dear Senior Chief Petty Officer Williams.

E-7—Dear Chief Petty Officer Williams

E-6, E-5, E-4—Dear Petty Officer Williams

E-3, E-2, E-1—Dear Seaman/Fireman/Airman / Constructionman / Hospitalman / Dentalman/Stewardsman Williams

## Addresses for official and unofficial correspondence

E-9—BMCM Robert F. Williams USN, 999 99 99

E-8—BMCS Robert F. Williams, USN 999 99 99

E-7—BMC Robert F. Williams, USN, 999 99 99

E-6—BMI Robert F. Williams, USN, 999 99 99

E-5—BM2 Robert F. Williams, USN, 999 99 99

E-4—BM3 Robert F. Williams, USN, 999 99 99

E-3, E-2, E-1—Seaman / Airman / Constructionman / Hospitalman / Dentalman / Stewardsman Williams, USN, 999 99 99.

NOTE: In certain unofficial correspondence, when the service number is not readily available, it may be omitted.

## Within text of official correspondence

E-9—Master Chief Petty Officer Williams

E-8—Senior Chief Petty Officer Williams

E-7—Chief Petty Officer Williams

E-6, E-5, E-4—Petty Officer Williams

E-3, E-2, E-1—Seaman/Airman/Constructionman / Hospitalman / Dentalman / Stewardsman Williams

However, an exception to the above may be made if it is necessary to indicate a man's rating in the body of a letter. In this instance, his rating may then be spelled out after his name, such as Petty Officer Williams, Boatswain's Mate Second Class, USN.

last name may be written first followed by other matter as desired in order to assist in rapid identification, tabulation and filing.

At left is quick-reference breakdown for addressing all enlisted men within their respective paygrades.

## Exam Center Plans Revision Of Service Exams to Define PO Skills More Accurately

The technological advances of our fast moving Navy have had a significant effect on the individual Navyman's advancement in rate.

Sometimes he finds himself preparing to answer examination questions concerning skills which he is not required to perform and equipment and systems to which he does not have access.

These circumstances may be short-lived, however.

The Naval Examination Center is presently revising, for evaluation, four service rating exams which will focus more directly on specific skills within each rating.

They are:

- Fire Control Technician B (Ballistic Missile Fire Control).

- Fire Control Technician G (Gun Fire Control).

- Fire Control Technician M (Missile Fire Control).

- Sonar Technician O (Oceanographic Specialist).

Within the three FT ratings are seven examinations which cover specific skills of pay grades E-4 through E-7. Candidates may select one of the following: for FTB— MK 80 or MK 84 fire control systems; for FTG—gun or underwater fire control systems; and for FTM—Talos, Tartar or Terrier weapons systems.

Only the E-5 exam is offered in the revised format and only for Oceanographic Specialist during this initial program.

Study guides for the revised ratings are expected to be available by February. This should allow sufficient time for active duty candidates to prepare for the first testing of the revised examinations in August 1967. Inactive duty personnel will take their exams in January 1968.

Pay grades E-4 and E-5 examina-



tions will contain 150 questions. These will be separated into sections which will relate to common skills and those areas of knowledge intimately connected with the rating.

Pay grade E-6 and E-7 exams for FT will consist of approximately 120 professional and 30 military and leadership questions.

Originators of the plan in the Bureau of Naval Personnel hope, as a result of this pilot program, to be able to expand similar revisions to other ratings which have special areas of identification. They believe if and when such a revision is further developed, it will enable the Navyman to concentrate more fully in his chosen field.

For a detailed description of the examination revisions, refer to BuPers Notice 1418 of 30 Aug 1966.

### List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Stagecoach* (WS) (C): Western; Ann-Margret, Michael Connors.

*And Now Miguel* (WS) (C): Drama; Pat Cardi, Michael Ansara.

*Waco* (WS) (C): Western; Jane Russell, Howard Keel.

*Don't Worry, We'll Think of a Title*: Comedy; Morey Amsterdam, Rose Marie.

*A Place Called Glory* (WS) (C): Western; Lex Barker, Pierre Brice.

*Mister Buddwing*: Drama; James Garner, Jean Simmons.

*Last Plane to Baalbek*: Action Drama; Rossana Podesta, Jacques Sernas.

*Spy With My Face* (C): Melodrama; David McCallum, Senta Berger.

*The Glass Bottom Boat* (WS) (C): Comedy; Doris Day, Rod Taylor.

*The Ugly Dachshund* (C): Comedy; Dean Jones, Suzanne Pleshette.

*The Oscar* (C): Drama; Stephen Boyd, Elke Sommer.

*One Spy Too Many* (C): Mystery Drama; Robert Vaughn, David McCallum.

### All-Navy Cartoon Contest Peter A. Hansen, EN1, USN



"Sorry . . . had quite a run on clothing today . . . all we got left is hats, socks and shorts!"

*Maya* (WS) (C): Drama; Clint Walker, Jay North.

*Fireball 500* (WS) (C): Melodrama; Annette Funicello, Frankie Avalon.

*The Last of the Secret Agents?* (C): Comedy; Marty Allen, Steve Rossi.

*Boy, Did I Get a Wrong Number!* (C): Comedy; Bob Hope, Elke Sommer.

*The Group* (C): Drama; Candice Bergen, Joan Hackett.

*A Fine Madness* (C): Comedy

Drama; Sean Connery, Joanne Woodward.

*Johnny Tiger* (C): Drama; Robert Taylor, Geraldine Brooks.

*The Cat* (C): Melodrama; Roger Perry, Peggy Ann Garner.

### Pargo Launched

Soon to be introduced to our Silent Service's nuclear force is the nuclear attack submarine *Pargo* which was launched early this fall in Connecticut.

Designed to attack enemy surface ships and undersea craft, the new boat is 292 feet long and displaces 4060 tons.

### Yorktown Daddies

During a recent visit to Hong Kong, the aircraft handling division aboard *USS Yorktown* (CVS 10) adopted an eight-year-old orphan.

The boy, Chow Hon Sang, was orphaned in 1964. He will be cared for by St Christopher's orphanage in Hong Kong and supported by contributions from *Yorktown's* V-3 division. The Navyman made an initial contribution of \$250 and have agreed to contribute that amount annually. Each Navyman in the division will donate about 50 cents each month.

### It's Elementary

#### Navymen and Friends Build Subic School

Navyman throughout the world are inclined to take saw and hammer, and build something for someone, simply because it is needed. Those stationed at Subic Bay Naval Base, Philippines, are no exception.

In this case the object of all the hammering was a new schoolhouse which was badly needed by the children of nearby Dinalupihan.

The project was planned and sponsored by the Base Commander's staff, who got together one day and decided that Dinalupihan's old elementary school, a small one-room building, had to go.

Work on the quonset-style two-room schoolhouse began soon after, with Subic Navyman and the people of Dinalupihan sharing the workload.

A traditional groundbreaking ceremony was held, with Rear Admiral Donald G. Baer, the Base commander, officiating. The school

was built five feet off the ground, atop concrete piers—necessary, of course, to prevent flooding during the rains.

Specially prefabricated ribs, shaped like an arch with a base, were mounted on the foundation. The ribs, made of laminated wood, proved their strength when the still incomplete schoolhouse withstood the winds of typhoon *Irma*.

A group of visiting Seabees put the metal roof on, then workers moved in and paneled the walls and ceilings.

The volunteers built 50 desks, added three seesaws to the playground fixtures, and installed a flagpole and a bell in the schoolyard.

After some three months' work, the new school was turned over to Dinalupihan officials in ceremonies topped by a gala Philippine fiesta.

—Jack Ong, JO3, USNR

# A Briefing on Standards of Conduct for Service Personnel

AS IS THE CASE with all regulations, it is wise for each Navyman to familiarize himself with the prescribed "standards of conduct" that have become policy for components under the Department of Defense.

Regulations require naval personnel to comply with the high ethical standards demanded of all public servants. These standards of conduct regulations are particularly aimed at preventing any possible conflict between private interests and official duties. They are based on standards prescribed by the President for personnel within all departments of the federal government, and on laws passed by Congress.

Generally, the standards require all personnel to refrain from any private business or professional activity, or from having any direct or indirect financial interest, which would place them in a position of conflict between their private interests and the public interests of the United States.

In particular, in the case of Navy-men, this applies to activities related to an individual's duties and responsibilities within the Department of Defense. Even though, technically, a conflict may not exist, individuals must avoid the appearance of such a conflict from a public confidence point of view.

Also prohibited is the use, or appearance of use, of "inside" information gained through a DOD position to further a private interest.

The regulations governing standards of conduct, contained in Sec-Nav Inst 5370.2D of 29 Jun 1966, do not preclude Navymen from having financial interests or engaging in other legal financial transactions that do not create a conflict of interests.

Some acts which are prohibited include:

- Having dealings with military, ex-military or civilian personnel of the government if such action violates a statute or DOD policy.

- Pursuing activities in behalf of nongovernmental associations or organizations that are incompatible with an individual's government position;

- Soliciting and selling commercially to other military personnel junior in rank or rate (including, but not limited to, the solicitation and sale of insurance, stocks, mutual

funds, real estate, goods, commodities or services). Note: This prohibition does not apply to the one-time sale by an individual of his own personal property or private dwelling.

- Behaving in a criminal, infamous, dishonest, immoral or notoriously disgraceful manner, or any other way which would be considered prejudicial to the government.

- Accepting or agreeing to accept anything of value in return for performing or refraining from performing an official act.

The restrictions on accepting gratuities are covered in detail. Except as provided below, DOD personnel may not solicit or accept any gift, gratuity, favor, entertainment, loan or any other thing of monetary value from any person or organization which:

(a) Is engaged or is endeavoring to engage in procurement activities or business or financial transactions of any sort with any agency of the DOD;

(b) Conducts operations or activities that are regulated by any agency of the DOD; or

(c) Has interests that may be substantially affected by the performance or nonperformance of the official duty of the DOD personnel concerned.

Any gratuity or consideration bestowed upon members of the immediate families of DOD personnel is viewed in the same light as those bestowed upon DOD personnel.

A gratuity includes any tangible

item, intangible benefits, discounts, tickets, passes, transportation and accommodations or hospitality given or extended to or on behalf of the recipient.

However, the regulations in this area take into consideration varied situations. The following circumstances *do not* violate prescribed standards of conduct:

(a) Instances in which the interests of the government are served by participation of DOD personnel in widely attended luncheons, dinners and similar gatherings sponsored by industrial, technical and professional associations for the discussion of matters of mutual interest to government and industry. Participation by DOD personnel is appropriate when the host is the association and not an individual contractor. However, acceptance of gratuities or hospitality from private companies in connection with an association's activities is prohibited;

(b) Situations in which the interests of the government are served by participation of DOD personnel in activities at the expense of individual defense contractors when the invitation is addressed to and approved by the employing agency of DOD. These activities include public ceremonies of mutual interest to industry, local communities and the department;

(c) Luncheons or dinners at a contractor's plant on an infrequent basis, when the conduct of official business within the plant will be facilitated and when no provision can be made for individual payment;

(d) Situations in which, in the judgment of the individual concerned, the government's interest will be served by participation of DOD personnel in activities at the expense of a defense contractor. In any such case when DOD personnel accept any gratuity, favor, entertainment or the like, either directly or indirectly, from any person or organization, a report of the circumstances should be made within 48 hours to the appropriate office;

(e) Accepting specialty advertising items of trivial intrinsic value;

(f) Customary exchange of social amenities between personal friends and relatives on a personal basis;

All-Navy Cartoon Contest  
William R. Maul, CTC, USN



"Apparently there's some little misunderstanding here, Hoskins . . . You see, the command 'hand salute . . . Two!' doesn't really mean . . ."



(g) Accepting things that are available impersonally to the general public or classes of the general public;

(h) Accepting trophies, entertainment, rewards or prizes given to competitors in contests which are open to the public generally or which are officially approved for participation in by DOD personnel;

(i) Transactions between and among relatives which are personal and consistent with the relationship;

(j) Accepting loans from banks or other financial institutions on customary terms to finance proper and usual activities of employees such as home mortgage loans;

(k) Attending social activities engaged in by officials of the department and officers in command or their representatives with local civilian leaders as part of community relations programs;

(l) Utilizing contractor-provided local transportation while on official business and when alternative arrangements are clearly impracticable;

(m) Participating in civic and community activities when the relationship with the defense contractor can be reasonably characterized as remote; for example, participating in a little league or Combined Federal Campaign luncheon which is subsidized by a concern doing business with a defense agency;

(n) Receiving bona fide reimbursement, not prohibited by law, from other than defense contractors for actual expenses for travel and other necessary subsistence for which no government reimbursement is made. However, a member may not be reimbursed, and payment may not be made on his behalf, for excessive personal living expenses, gifts, entertainment or other personal benefits.

Except as provided above, personnel on official business may not accept contractor-provided transportation, meals or overnight accommodations in connection with such official business so long as government or commercial transportation or quarters are reasonably available. Where, however, the over-all government interest would be served in specific cases, the order-issuing authority may authorize contractor-provided transportation or overnight accommodations.

Several other regulations pertain-

ing to standards of conduct include:

- No officer or employee of the United States shall solicit contributions from other officers or employees to buy a gift for a superior; nor shall any such superior accept any gift from people who receive less salary than he.

- DOD personnel may not use government property of any kind for other than officially approved activities. Government facilities, property and manpower, such as stenographic and typing assistance, mimeograph and chauffeur service, may be used only for official government business.

- Civilian personnel and military personnel on active duty may not use their titles or positions in connection with any commercial enterprise, except as authors of material that has been properly cleared with the Department of Defense for publication.

- Retired military personnel and members of Reserve components not on active duty are permitted to use their military titles in connection with commercial enterprises. However, titles should not be used in

any way that casts discredit on the military services, and no implication should be made that sponsorship, sanction, endorsement or approval of the commercial enterprise has been made by any of the services or the Department of Defense.

#### Outside Employment

DOD personnel may not engage in any outside employment or other outside activity, with or without compensation, which:

(a) Interferes with, or is not compatible with, the performance of their government duties;

(b) Might bring discredit to the government or the DOD agency concerned; or

(c) Is inconsistent with other regulations, such as acceptance of a fee, compensation, gift, payment of expense or any other thing of monetary value in circumstances in which that acceptance may result in, or create the appearance of, a conflict of interest.

No enlisted member of the armed forces on active duty may be ordered, or officially permitted to leave his post during prescribed duty hours, to engage in civilian pursuits

## WHAT'S IN A NAME

### More to Red Hill Than Meets the Eye

There's a man-made honeycomb set into the mountains of Hawaii which feeds a swarm of busy bees—the ships of the U. S. Pacific Fleet.

Known as Red Hill, this serene, brush-covered knoll is actually a giant underground fuel and oil storage facility, overlooking Pearl Harbor, that is capable of holding nearly six million barrels. This capacity is held in 20 vaults, or tanks, erected vertically. They measure 250 feet high (as tall as a 25-story building) and 100 feet in diameter, thus the honeycomb effect.

The Pacific Fleet has been fed from Red Hill since World War II. Through three major pipelines, the facility can pump 40,000 barrels of oil and jet fuel per hour to almost any point in the Pearl Harbor Navy complex.

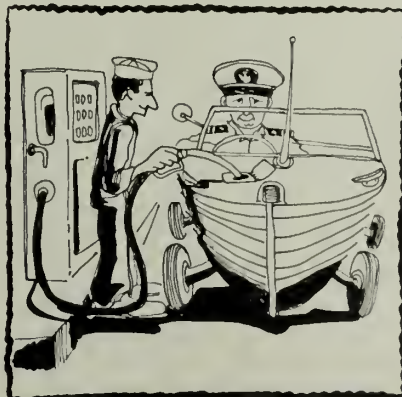
Construction required skillful engineering.

First, a 4350-foot tunnel was drilled from the foot of Red Hill through the center of the mountain's hogback. Shafts were then drilled from the top of the hill on either side of this main tunnel, through the imaginary center of the tanks, and then toward the center to connect with the passage.

A second tunnel was drilled into the hogback above and in line with the bottom one. It was a few feet below the tops of the proposed tanks, thereby allowing access into the hill for digging out the vaults.

Over a million and a half cubic yards of volcanic dirt and rock were dug from the hill. In turn, the vaults and tunnels were lined with 46 million pounds of steel, over a million square feet of wire mesh and over 400,000 cubic yards of concrete.

As a matter of further interest, some of the dirt taken from the mountain was used for highway and building construction. In fact, the six-story concrete Naval Supply Center building at Pearl Harbor was built with Red Hill rock.



or business, for emolument, hire or otherwise, if this action interferes with the customary or regular employment of local civilians in their art, trade or profession.

This does not prevent members of the armed forces from engaging in outside employment during their off-duty hours if it is not otherwise prohibited.

An active duty officer of the Regular Navy or Marine Corps may not be employed by any person furnishing naval supplies or war materials to the United States and continue to receive his service pay.

DOD personnel are encouraged to engage in teaching, lecturing and writing. However, they may not, either for or without compensation, engage in such activities when they are dependent on information obtained as a result of their government positions, except when that information has been published or is available to the general public or will be made available upon request. An exception may be made when the agency head gives written authorization for the use of non-public information on the basis that the use is in the public interest.

These regulations do not preclude DOD personnel from participating in the activities of national or state political parties as approved by current directives, nor participating in the affairs or accepting an award for a meritorious public contribution or achievement given by a charitable, religious, professional, social, fraternal, nonprofit educational, nonprofit recreational, public service or civic organization.

DOD personnel may not participate, while on government-owned or leased property, or while on duty for the government, in any gambling activity including the operation of a gambling device, in conducting a lottery or pool, in a game for money or property or in selling or purchasing a numbers slip. However, certain exceptions are made for games such as Bingo, when properly approved.

All government employees are expected to pay each just financial obligation in a proper and timely manner, especially one imposed by law such as federal state or local taxes.

In addition, besides conforming to the ethical standards of conduct required of government employees,

**All-Navy Cartoon Contest**  
William R. Maul, CTC, USN



it is each individual's responsibility to report incidents in which they believe there has been a violation of a statute or policy. Such reports should be made to the immediate superior, and if the superior believes there has been a violation, he should report the matter for further action in accordance with existing procedures.

Another section of the policy dealing with standards of conduct requires certain individuals to file a statement of employment and financial interests.

These statements must be filed by:

- Personnel paid at a level of the Federal Executive Salary Schedule;
- Civil service employees in grade GS-16 or above;
- Civilian employees not covered by GS schedules who are in a position comparable to or higher than GS-16;
- Officers in grade O-7 or above;
- Board members of Armed Services Boards of Contract Appeals; and
- Civilians in Grades GS-13, -14 or -15, and officers O-5 and O-6 whose basic duties and responsibilities require them to exercise judgment in making or recommending government action in regard to contracting or procurement; auditing; or other activities in which the decision or action has an economic impact on the interests of any non-federal enterprise. (See section XV.A of SecNav Inst 5370.2D, enclosure one, for amplification of this section.)

Every activity must review its positions in the categories of GS-13 through -15 and officers O-5 and O-6 and include in each billet or position description a statement as to whether the incumbent of the

position must file a statement of employment and financial interest. This determination should be reviewed at least annually, either at the time performance, efficiency or effectiveness ratings are given, or incident to other currently prescribed annual reviews.

Full information on these regulations is contained in SecNav Inst 5370.2D, which should be referred to if there is any question on current policy.

## Correspondence Courses Range from Intelligence To Antisubmarine Warfare

One revised and three new correspondence courses have been issued for use by enlisted men. Four new courses for officers have been issued, and one formerly in use has been discontinued.

The courses for enlisted personnel are:

- Aviation Fire Control Technician 1 & C, NavPers 91635-2 (Confidential).
- Aviation Antisubmarine Warfare Technician 1 & C, NavPers 91697 (Confidential).
- Standard First Aid Training Course, NavPers 91217-H; supersedes NavPers 91217-G.
- Communications Yeoman 3, NavPers 91407.

The new officer correspondence courses are:

- Security of Classified Information, NavPers 10975-B.
- Navy Petroleum Supply, NavPers 10904-A.
- Disbursing, Part II, NavPers 10424.

ASW Operations, NavPers 10406-A has been discontinued.

The Defense Intelligence School is offering a correspondence course to all active and Reserve officers, and civilian employees of the Department of Defense in grades GS-7 and above who are working in intelligence and enlisted Navymen who have intelligence-related NECs.

The course covers: Principles of intelligence, international relations, communist world affairs, and unconventional warfare.

You may obtain further information and application forms from the Defense Intelligence School, Non-resident Course Division, U.S. Naval Station, Anacostia Annex, Washington, D.C. 20390.



## Port Hueneme Alumni Are Changing the Face of the World

AS THE LAST week of boot camp draws to a close, anxious sailors wait for the most exciting news since their arrival at Recruit Training Command — orders telling them their next duty assignments.

The orders will assign these blue-jackets to a ship, shore station, or to a Navy service school.

For most future Seabees, their orders clearly read U.S. Naval Schools, Construction, Port Hueneme, Calif., known to students and other personnel as NAVSCON.

When a new Seabee reports aboard, he checks in at the "White House," school headquarters. Sometimes his school will not convene for a few weeks. When this happens he is assigned to General Detail. He is indoctrinated in the type of watches he will be standing, when inspections are held, and generally what is expected of him while he is assigned to NAVSCON.

A typical future Seabee is John A. Wolfe, constructionman apprentice, who spent his first few weeks at NAVSCON doing odd jobs at the Shop Stores Procedures office, while awaiting school.

Wolfe was taking a heavy equipment operator's course at a trade school in Pennsylvania before he enlisted. He felt that the Seabees offered him the best opportunity to apply what he had learned at the trade school and to develop more fully as a man. He is attending the 12-week basic Equipment Operators school.

The first few weeks of instruction concentrate mainly on theory, the reasoning behind the practical aspects of the trade. After the student fully understands the "why" of his trade, he puts his knowledge into practical application.

Of all the subjects they study, mathematics seems to give the students the most trouble.

"The greater ability the student has in math, the better chance he has in the schools at NAVSCON," an instructor commented.

This spring, all schools at NAVSCON, with the exception of the Engineering Aid and Draftsman schools, went on double shifts. Because of the double sessions, "night school," for students who were not keeping up academically, was dis-

continued. Supervised study, therefore, has been included in the day's schedule and is mandatory. The hour and a half study hall gives the student a chance to catch up on last night's homework or to prepare for an upcoming test.

Constructionman R. D. Ginn attended the 14-week basic Builders school. Unlike Wolfe, who was wondering what the school was like, Ginn was well on the road to discovering what it was like to be a Seabee. When he started school, his first main project was to build a sawhorse. "We thought it would be simple until the instructor told us we would be graded on the angle of the cuts and how well the joints fit together," he said.

While the student spends most of his time studying and working in his

particular field, he spends part of it in keeping fit. Each student averages about four hours of physical training a week, including military drill, swimming, softball, gymnasium workouts, and calisthenics.

Perry A. Knepper, a recent graduate from the 14-week basic Construction Electrician school, looked back on his school days and commented that "... the instructors did a very good job and were very helpful during the rougher phases of the course. I do feel that the course helped prepare me."

School goes by fast for the students at NAVSCON, and, once again orders are the topic of conversation around the barracks. And this time each man knows his next assignment will be as a Seabee.

—Perry A. Basch, JOSN

## WHAT'S IN A NAME

### Officer Candidate School

You probably have a shipmate who thinks he knows everything about the Navy, including all the ratings there are. Try this one on him—OCU12.

No doubt you already have figured out that it stands for Officer Candidate Under Instruction, Second Class, and that it designates those college graduates going through the Officer Candidate School at Newport, R. I., on their way to a commission in the Navy.

OCS has been in operation for more than 15 years. When the conflict in Korea began, and progressed into a lengthy land and sea campaign which involved the extensive use of naval forces, there was an increased need for trained junior officers.

This critical shortage, as well as the need for a large pool of young, trained Reserve officers, led to the establishment on 10 Apr 1951 of the Officer Candidate School.

The first class entered the Officer Candidate School 287 strong in late May, and formally began its training on 4 Jun 1951. Sixteen weeks later it was to graduate and provide the Navy with its first postwar group of young officers commissioned from a source outside those already established.

More than 53,000 officers have graduated from OCS since 1951. The school has attracted officer candidates from the 50 states and from 600 colleges and universities.

There are actually three distinct groups of students going through OCS in a given year. By far the largest is the group made up of officer candidates from the regular OCS pro-

gram, and those Navymen who have taken advantage of the NESEP program to get their degree.

Also part of the OCS campus is the Indoctrination School, to which warrant officer selectees and law specialists go for six weeks of training.

Each summer the school bulges with the addition of candidates in the Reserve Officer Candidate (ROC) program. These are college students who attend OCS for eight weeks during two summers, then enter the Navy as commissioned officers when they graduate from college.

From the beginning, the school's headquarters at the Newport Naval Base has been a group of 40 wooden buildings which were built as temporary structures during World War II. Now, however, the school is building a new campus with accommodations for 2000 students.

When the new campus is completed it will consist of eight buildings, two drill fields, a small craft facility, a swimming pool, and a recreation hall. The latest in teaching equipment will be installed, including a three-million-dollar computerized tactical trainer which will simulate the actual movements of a destroyer and will be used for instruction in the handling and deployment of ships.

The last day of the eighteen weeks is the big one for a student at OCS. This is the day he makes the transition from paygrade E-5 (OCU12) and begins his career as Ensign, U.S. Naval Reserve.

# DECORATIONS & CITATIONS

★ ★ ★ ★ ★ ★ ★ ★

What does it take for a Navyman to earn the Medal of Honor?

The regulations say he must conspicuously distinguish himself in combat by gallantry and intrepidity at the risk of his life above and beyond the call of duty.

Since the Civil War, 730 Navy-men have been singled from among the brave to receive the nation's highest award. Marvin G. Shields, CM3, USN, is the first Navyman to be so honored for service in Vietnam.

Most heroes seem very much like the boy next door—nice guys, not particularly unusual until, in time of crisis, they do the most extraordinary things.

Marvin Shields was like that. The statistics on his life are similar to those of thousands of other Navy-men. He was born in Port Townsend Wash., on 30 Dec 1939 and went to school there. He joined the Navy in January 1962.

Shields was a Seabee attached to MCB 11 at Dong Xoai on 9 Jun 1965. It was near midnight when all hell broke loose. A mortar shell, or perhaps it was a rocket, soared over the camp and exploded in one of the



MEDAL OF HONOR

*"For conspicuous gallantry and intrepidity in combat with the enemy at the risk of life above and beyond the call of duty . . ."*

buildings—and that was only a polite opener. Everyone grabbed his weapons and manned the defenses.

It was a heavy attack and every mother's son at Dong Xoai had to fight for his life. Shields was one of the many who were wounded early in the game, but that didn't slow down his fighting.

When ammunition ran low, it was Shields who made several trips to the ammo trailer to resupply himself and his buddies. The path to the trailer covered 150 feet of ground exposed to mortar fire. The trailer itself was ablaze from earlier hits.

When the Viet Cong came pouring into the camp, Shields and the other defenders fell back. An American officer with both legs broken was seen lying in an exposed position and Shields, with the help of a buddy, carried him through a hail of VC bullets to the relative safety of the district headquarters building.

★ ★ ★ ★ ★ ★ ★ ★

The attack continued for hours with mortar and machine gun fire, grenades and flame throwers. Although Shields had already been severely wounded in the face, back and neck, he kept on firing and exposed himself to enemy bullets while lobbing grenades at the Viet Cong.

About the middle of the morning, a VC machine gun began spraying the headquarters building with lethal effect. When the lieutenant asked for a volunteer to go with him and knock out the machine gun, Shields, despite his wounds, volunteered.

The two men succeeded in their mission, probably saving many lives, but their work was not without penalty. Both were hit. Shields was hit badly.

Early in the afternoon, helicopters evacuated the wounded. Shields was among them but he died of his wounds later in the day.

In September, at the White House, President Johnson presented the nation's highest decoration to the young widow of Marvin Shields who, before he reached Dong Xoai, was much like the boy next door.



DISTINGUISHED SERVICE MEDAL

*"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."*

★ COUSINS, RALPH W., Rear Admiral, USN, as Commander Carrier Division Nine during combat operations in Southeast Asia from 9 Jul 1965 through 14 Jan 1966. In his role as Commander of Attack Carrier Task Group 77.3 and 77.5, RADM Cousins conducted a sustained series of air strikes against major military and logistic targets in North Vietnam. During a major portion of this period, he was charged with the responsibility for planning, coordination and execution of the combined strike efforts of three attack carrier groups assigned to Task Force 77's Yankee Team. Under his direction, carrier strike groups destroyed over

140 highway and railroad bridges, 300 trucks, 55 watercraft, and numerous barracks, supply dumps and logistic installations in North Vietnam. During the height of the SA-2 surface-to-air missile threat, RADM Cousins developed anti-SAM tactics and directed one of the first successful strikes against an enemy missile installation.

★ PENDLETON, JONATHAN R., Captain, USNR, as Commander of a Task Group engaged in special projects during the summer of 1965, for his contributions to the success of the operation.

★ MONROE, JACK P., Rear Admiral, USN, as Commander U.S. Naval Forces, Philippines/Commander in Chief, Pacific Representative, Philippines, from March 1963 to June 1966. RADM Monroe effectively promoted inter-country relations and established and nurtured effective channels for liaison, thereby furthering U.S. prestige and goodwill with foreign nations. In addition, he successfully coordinated logistic support to forces engaged in combat

in Southeast Asia and increased communications capabilities by formulating and expediting communications improvements in shore stations under his command. As a result, these installations were advanced well ahead of original plans, which enabled timely direction of forces in sensitive politico-military operations.



LEGION OF MERIT

*"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."*

★ CHAMBERS, LESTER S., Rear Admiral, USN, as Bureau of Naval Weapons Fleet Readiness Representative Atlantic, Naval Air Station, Norfolk, Va., from September 1962 to July 1966, for his substantial contributions to naval weapons superiority and for facilitating the



introduction and operational effectiveness of new naval weapons systems for the Atlantic Fleet.

★ COMBS, WALTER V., JR., Rear Admiral, USN, as Assistant Chief of Naval Operations (Manpower), from June 1964 to July 1966, for his role in the planning and implementation of the civilian substitution program with its complex civilian/military interrelationships.

★ NEW, WILLIAM N., Rear Admiral, MC, USN, as Director of the Staff, Office of the Deputy Assistant Secretary of Defense (Health and Medical), for his work with the medical services of the three military departments in the procurement of medical personnel, the programming and construction of medical facilities, medical supply, medical planning and preventive medicine.

#### Gold Star in Lieu of Second Award

★ ROEDER, BERNARD F., Vice Admiral, USN, as Commander Amphibious Force, U. S. Pacific Fleet, from May 1965 to July 1966, for his work in achieving and maintaining the highest possible state of material and operational readiness, which has brought new strength and flexibility to the amphibious forces engaged in the Vietnamese theater of operations.

#### Gold Star in Lieu of Second Award

★ ZUMWALT, ELMO R., JR., Rear Admiral, USN, as Commander Cruiser-Destroyer Flotilla Seven, from July 1965 to July 1966, for his efforts as Chief Observer for Fleet Exercise Base Line and his part in Fleet Exercise Gray Ghost, which resulted in progressive improvement in many areas of Fleet capabilities and readiness.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ EDSON, DARRELL W., Lieutenant, USN, as a pilot in Attack Squadron 152, embarked in *uss Oriskany* (CVA 34), during an air search and rescue attempt in North Vietnam on 13 Nov 1965. When alerted that a U. S. Navy aircraft had been shot down, LT Edson proceeded immediately to the scene and descended into the search pattern to identify the downed pilot visually amidst the myriad of North Vietnamese people who were surrounding the area. Although visibility was restricted by low ceilings and rain, and despite a continuous barrage of enemy small arms fire, he made several exceptionally low passes at bush-top level in an attempt to divert the captors and possibly allow the pilot to evade. LT Edson

courageously remained in the search area until his wingman suffered a hit and was forced to retire from the area. Later inspection revealed that LT Edson's aircraft had sustained 12 hits of various sizes.

★ HALVERSON, RICHARD KENNETH, Lieutenant Commander, USN, while attached to Attack Squadron 195, embarked in *uss Bon Homme Richard* (CVA 31), on 23 Sep 1965. LCDR Halverson, flying on a road reconnaissance, displayed extraordinary skill by destroying a bridge in North Vietnam. His attack resulted in the complete collapse of the bridge span and supporting structure into the river bed. LCDR Halverson's marksmanship in an area of known enemy ground fire was in keeping with the highest naval traditions.

★ HOPPS, GARY D., Lieutenant, USNR, posthumously, as a pilot in Attack Squadron 145, embarked in *uss Ranger* (CVA 61), during a reprisal attack against a vital North Vietnamese communications link consisting of a highway bridge and an overpass over a road junction, on 10 Feb 1966. As a member of a three-plane flight, LT Hopps carried out bold and aggressive attacks in the face of intense enemy antiaircraft fire, scoring direct hits on the bridge with his two 500-lb bombs and direct hits on the overpass and road junction with the remainder of his bombs. LT Hopps' aircraft was last seen enveloped in enemy antiaircraft fire, after which it crashed and disintegrated on impact in the immediate vicinity of the target area. Through his determined and heroic efforts, he contributed materially to the effort of the U. S. in the Vietnam conflict at the cost of his life.

★ McWHORTER, HENRY S., Lieutenant, USNR, posthumously, as pilot of an unarmed jet photographic aircraft in Light Photographic Squadron 63, Detachment Golf, during a coordinated strike mission against a military target in North Vietnam on 23 Aug 1965. Assisting the jet attack element in locating the target area, LT McWhorter, in the face of intense enemy antiaircraft fire, orbited over the target in his unarmed aircraft while simultaneously transmitting a radio signal to the attacking aircraft, thereby allowing them to home on the target.

★ SHAW, EDWARD B., Lieutenant (jg), USNR, posthumously, as a pilot serving with Attack Squadron 165, embarked in *uss Coral Sea* (CVA 43), while conducting a rescue mission in North Vietnam on 17 May 1965. After locating a downed Air Force pilot deep in enemy territory, LTJG Shaw proceeded to a rendezvous with rescue helicopters and provided protective cover while guiding them to the scene. He carried out re-

peated strafing and rocket attacks on enemy forces in the immediate area while the helicopters were completing the rescue. LTJG Shaw, by his skill and courage in the face of enemy fire, contributed materially to the success of the rescue operation.

#### Gold Star in Lieu of Second Award

★ THOMAS, HARRY E., Commander, USN, posthumously, as Commanding Officer of Attack Squadron 153, serving aboard *uss Coral Sea* (CVA 43) as a member of the U. S. Seventh Fleet, during the period 7 February to 13 Aug 1965. Planning and coordinating many major strikes conducted by *Coral Sea* aircraft against targets in North Vietnam, CDR Thomas, as airborne strike leader, was the first to arrive on target, positively identify it, deliver his ordnance and remain in the immediate target area to control and coordinate the remainder of the strike. During this period, he led successful massive air strikes against such heavily defended targets as Vinh, Than Hoa, the Dong Phuong Thong Bridge and the Puc Loi Naval Depot. On two occasions he guaranteed success of the missions by personally dropping bridge spans. On another occasion he led two successive strikes to account for the destruction of two PT boats and damage to a third. Particularly effective on night reconnaissance missions, CDR Thomas, using self-developed tactics, was consistently able to locate and destroy enemy vehicular traffic. On 13 Aug, he lost his life when his aircraft was hit by enemy fire and crashed while he was leading a small strike group on a low-level mission against an enemy surface-to-air missile site.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ MCKNIGHT, LEE T., Fire Control Technician 1st Class, USN, while serving aboard *uss Albany* (CG 10) at sea approximately 200 miles east of Cape Hatteras, N. C., on the morning of 5 Mar 1966. A fellow sailor was washed overboard from *uss Aucilla* (AO 56). He was sighted by *Albany* lookouts, and the cruiser was immediately maneuvered into position to attempt a rescue. McKnight, responding to the cries for help from the injured and nearly exhausted victim, leaped from *Albany* into the 12-foot seas churned by gale force winds and swam approximately 20 yards to the victim. Towing the man toward the ship, he succeeded in attaching a recovery line to him and helped him aboard. By his prompt and courageous actions, McKnight saved the life of another man at the risk of his own.

# TAFFRAIL TALK

**T**O KEEP THE NAVY STEADY on its course, rules and regulations have been evolved over the years as a guide to enable it to meet almost any contingency.

All very reasonable. But life being what it is, a situation sometimes arises when, one would think, NO rules could possibly fit. Here are a few for-instances, based upon months of desultory research:

Take fireflies, for instance. What possible use could the Navy make of 25,000 fireflies?

Simple. At the peak of the firefly season this spring, the Naval Weapons Lab at Dahlgren, Va., issued a call for 25,000 fireflies as a part of a study of light-producing materials.

Where did they get 25,000 fireflies? One doesn't just requisition them.

Simple again. They promised every kid in the neighborhood a penny apiece, in lots of 25, for every firefly they caught.

We never did hear how the Lab made out.

★ ★ ★

And then there's the destroyer—uss *O'Brien* (DD 725), to be precise—which not too long ago crossed two mountain ranges, sailed 180 miles up the Columbia River and went through the locks at Bonneville Dam. Then it took part in a rodeo. All in one day, too.

There were reasons. The principle motivation was a demonstration that seagoing vessels really could reach the "inland port" of Dallas, Wash., from the Pacific Ocean. As *O'Brien* is 376 feet long and draws 19 feet, it was a convincing demonstration.

As a further statistical sidelight, of the 300 men of the crew, 19 participated in the rodeo. They were unanimous in their opinion that the bridge of a destroyer in rough weather is preferable to the bridge—if that's the word—of a bucking bronco.

★ ★ ★

And now they're using helicopters to haul concrete. Not as a regular thing, of course.

As a rule, cement work is pretty routine. It's mixed in the cylinder of a cement truck which is driven to the construction site, it's poured into the forms, and that's that.

Not this time. The site happened to be at the top of the 700-foot Ulupau Crater at the Kaneohe Marine Corps Air Station. The station needed a foundation for the new radar equipment that was being installed. The only way up was a steep, unpaved road, impassable to anything but four-wheel drive vehicles.

Several methods of getting the concrete to the top were considered. Navy engineers first considered mixing it at the top. But this idea was discarded as too expensive because equipment small enough to maneuver the road could not mix large enough quantities of concrete. Hauling pre-mixed concrete by four-wheel vehicles was scrapped for the same reason.

Then a Hawaii helicopter firm was found which had done similar work in the past. The Navy immediately contracted the firm to haul the concrete in modified 55-gallon drums.

Concrete trucks were driven to an open field at the base of the crater and the "chopper" began a shuttle run carrying full drums up and empty drums down, making round trips in less than three minutes.

The cement work was done in three days, the entire project in one week.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

### Answers to Quiz Aweigh

Quiz Aweigh may be found on page 49

1-I; 2-M; 3-E; 4-J; 5-L; 6-H; 7-F; 8-G; 9-C; 10-D; 11-B; 12-A; 13-K; 14-N.

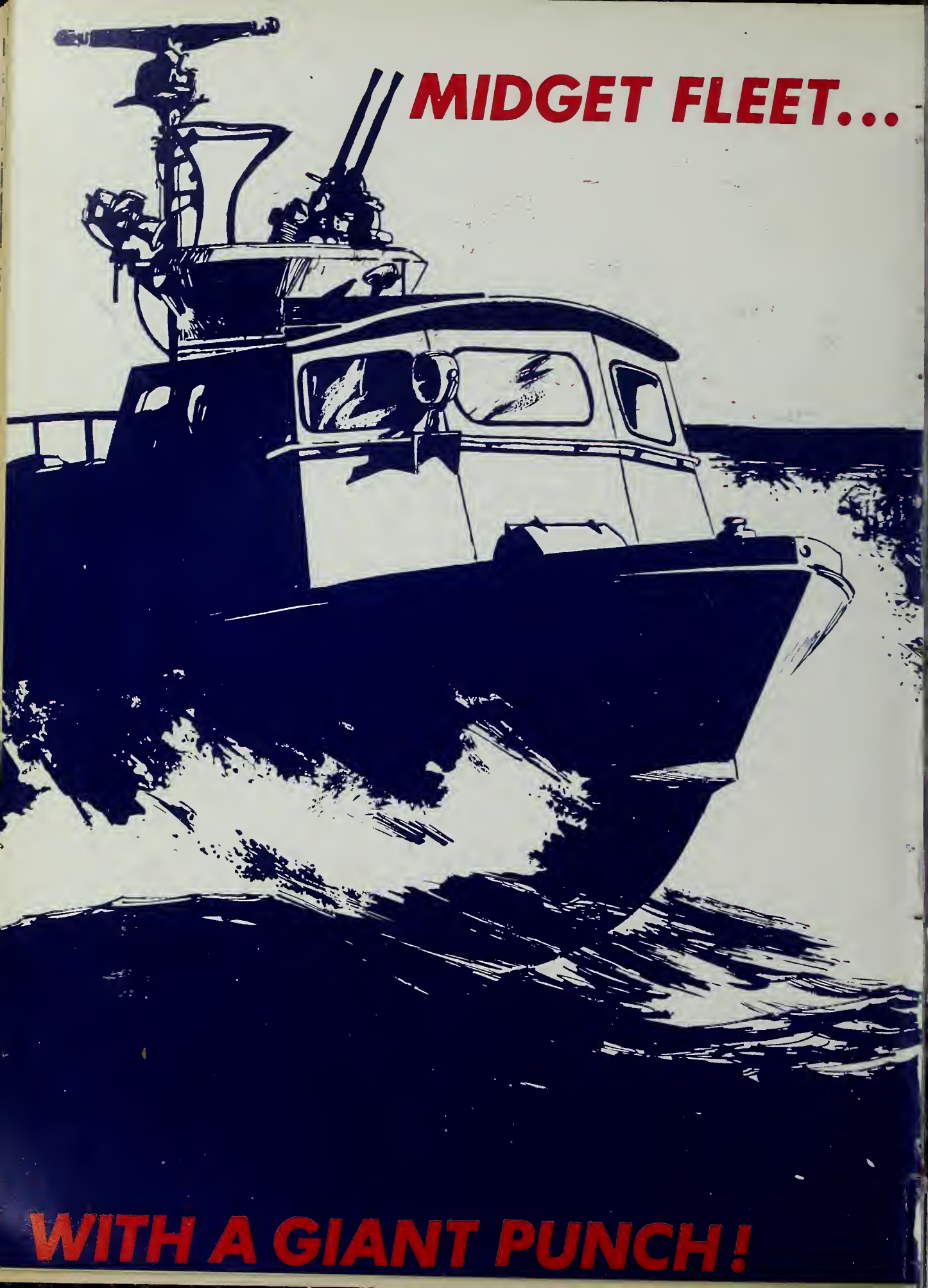
• **AT RIGHT: TWO TIMER**—Attack aircraft carrier *USS Ranger* (CVA 61) simultaneously receives fuel and supplies while underway in the South China Sea. Guided missile destroyer *USS Strauss* (DDG 16) maneuvers at the carrier's starboard.—Phata by Jean Cate, PH1, USN.







**MIDGET FLEET...**



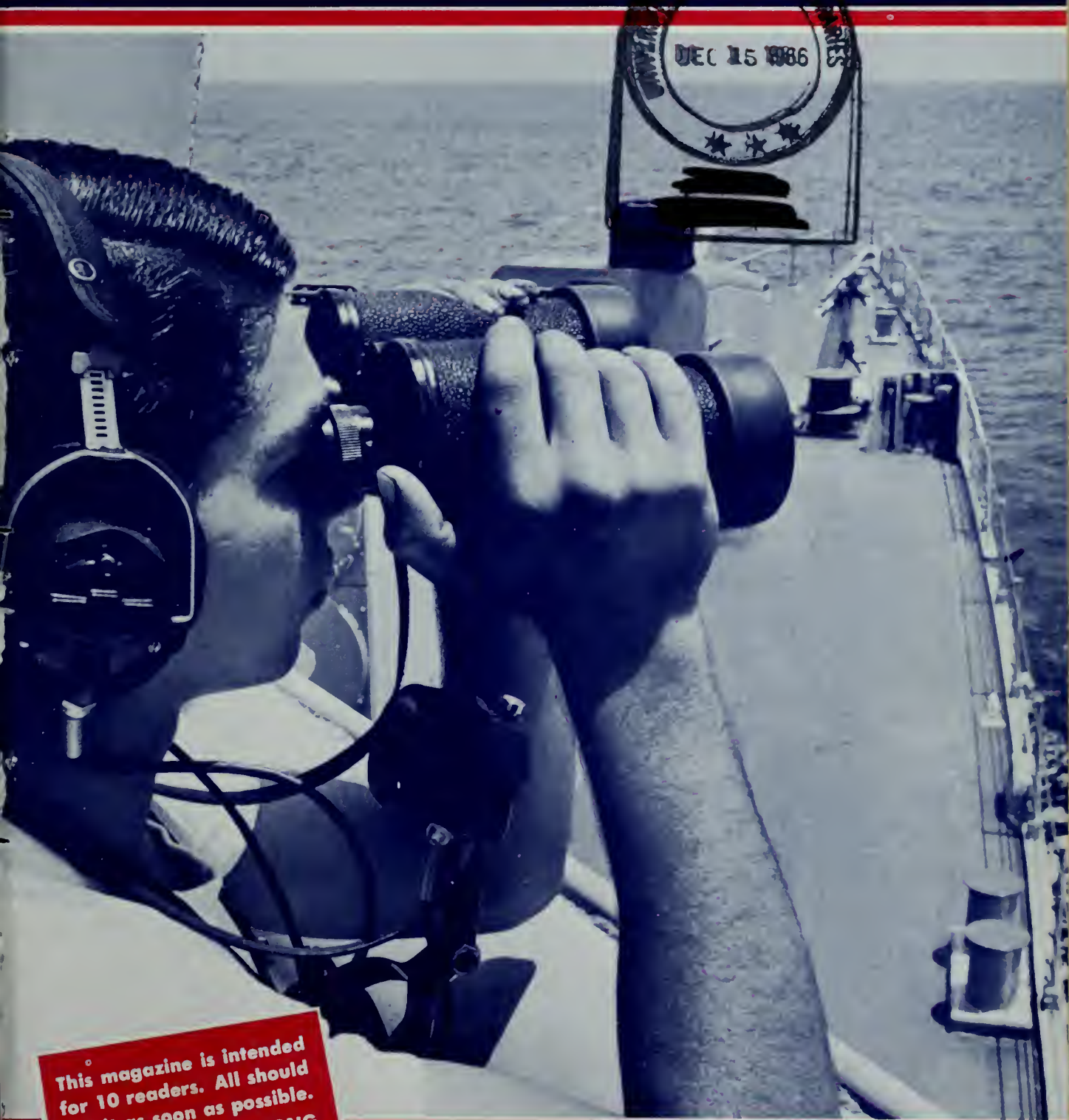
**WITH A GIANT PUNCH!**



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599

# ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
THIS COPY ALONG

DECEMBER 1966







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1966

Nav-Pers-O

NUMBER 599

## ALL HANDS

The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor, ALL HANDS, Room 1809, Navy Annex, Navy Department, Washington, D.C. 20370. DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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The Chief of Naval Personnel

REAR ADMIRAL BERNARD M. STREAN, USN

The Deputy Chief of Naval Personnel

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Assistant Chief for Morale Services

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### Taffrail Talk

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John A. Oudine, Editor

Associate Editors

G. Vern Blasdel, News  
Don Addor, Layout & Art  
Ann Hanabury, Research  
Gerald Wolff, Reserve

• FRONT COVER: SUB SEEKING—A destroyerman stands at his station as lookout on the bridge of escort ship USS Bradley (DE 1041), scanning the surface of the South China Sea during ASW exercises.—Photo by William M. Powers, PH1, USN.

• AT LEFT: TWINKLE, TWINKLE—USS Northampton (CC 1) lights up the night with Yuletide cheer as she shows off her Christmas decorations while in port at Norfolk Naval Base. Santa parked his reindeer and arrived in the antique car in the foreground.

• CREDIT: All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



# Seasons Greetings

**I**T'S THE DAY before Christmas, and all through the Fleet, things are happening:

Finishing touches are being put on ships' decorations, as ports around the world come alive with twinkling holiday lights.

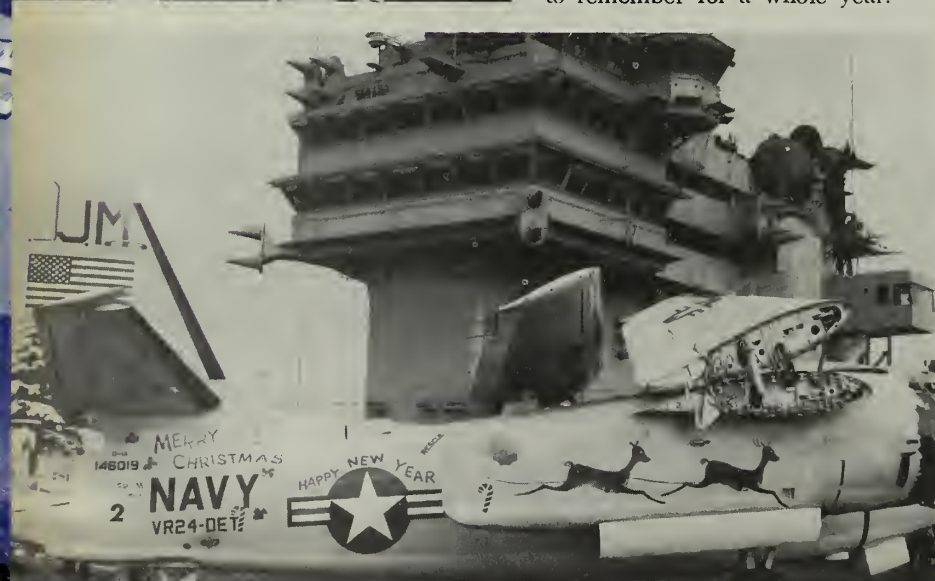
Party committees are busy wrapping gifts and hanging balloons and holly from mess deck overheads. Navymen know Christmas is a time for small fry, and a time for giving, and this adds up to countless parties for underprivileged children.

In the galley, the cooks are working overtime to make sure the turkey, dressing, cranberries, and pumpkin pie are just right. It'll be a feast to remember for a whole year.

The lucky Navyman chosen to play Santa is getting ready for his big debut. He's shining his boots and belt, and combing out his white chin-whiskers so they will hang nice and fluffy and not tickle his nose much.

Tomorrow promises to be a big day, no matter where you're stationed. As at other times, there will be plenty of ships underway, especially in the Seventh Fleet in WestPac, and the Sixth Fleet in the Mediterranean. But most will observe holiday routine, and the Christmas feast will not be missing.

Ashore and in port, leave and liberty policies will be liberal, and there will not be many family men to be seen around the ship.







# On the High Seas

Tomorrow, the sounds of Christmas will fill the air. Christmas music will be piped over the 1 MC, Navy-men will sing carols in the chapel, and happy children will laugh and scream when the jolly old elf makes his appearance in his boatswain's chair, or his helicopter, or his liberty boat, or what have you.

But that's tomorrow. Today, you keep busy, blowing up balloons, and wrapping gifts, and stringing lights. So you can't think too much.

That's the way it is, on Christmas Eve. In the Fleet.

*Clockwise from Top Left:* (1) Santa uses highline chair to board *uss Kearsarge*. (2) Cruiser-Destroyer Force at Newport, R. I., lights up

for the Christmas season. (3) Signal tower at Pearl is aglow with Yule spirit. (4) Out Taiwan way Santa is rowed to children's party in dragon boat. (5) Crewmembers of *uss Hancock* attend Christmas Eve service while in port at Hong Kong. (6) San Diego-based Navy-men play Santa to Mexican orphans. (7) Ship's choir sings carols during Christmas Eve dinner aboard *uss Princeton*. (8) *uss Bellatrix* (AF 62) extends season's greetings while resupplying ships off the coast of Vietnam. (9) In the Med, Santa used this jolly aircraft to visit crew of *uss America*. (10) Young lad is pleased with talk with Santa during party for Navy dependents. —Jim Teague, JO1, USN





# Recalled: A Historic

**T**HE WATERS of the South China Sea and the shore line of Vietnam are no strangers to ships of the Pacific Fleet Amphibious Force.

Twelve years ago, they helped in an operation that transported one-third of some 800,000 North Vietnamese refugees fleeing communism. The operation, called Passage to Freedom, was started by Amphibious Force ships. Later, they were joined by ships of the Military Sea Transportation Service.

It began in August 1954. Before it ended nine months later on 18 May 1955, many stories of human suffering and personal sacrifice, both by Vietnamese refugees and American sailors, were to find their way into the history of the Amphibious Force.

Passage to Freedom, like today's struggle in Vietnam, had its origin in a Geneva Convention agreement of 21 Jul 1954. Under its terms, Vietnam was divided at the 17th

parallel. The agreement ended a nine-year war between French colonial forces and North Vietnamese communists.

It also set time limits for evacuation of both French and communist forces. The agreement stated that civilians living in either zone who wished to leave "shall be permitted and helped to do so" by the authorities in command.

**T**HIS SET THE STAGE for Passage to Freedom. Authorities in the north at the time said an estimated two million refugees would flee communism for the south if permitted.

Eventually, over 800,000 North Vietnamese made it out, in spite of all the restrictions and hardships involved.

Because of the large number of refugees expected and the time limitations set by the Geneva agreement, officials asked the United States to provide ships to help

transport the refugees from Haiphong to Saigon.

U.S. Navy Task Force 90 was formed to make the migration. Before it would be dissolved on 20 May 1955, it would carry to freedom 310,848 people.

It would also lift from the port of Haiphong 68,757 tons of cargo, 8135 vehicles and 36 barges. American ships making the journey were to record 66 deaths and 186 births. Vietnamese children born on U.S. ships were given the option of U.S. or Vietnamese citizenship upon reaching their 21st birthday.

**P**ASSAGE TO FREEDOM was without precedent in the annals of U.S. naval history. Many problems had to be solved. Amphibious Force ships, designed to carry combat troops and their equipment, had to be remodeled to accommodate the refugees and their belongings.

Refugee evacuation stations had to be set up in Hanoi, Haiduong and Haiphong to handle the migrants. The people had to be cured of communicable diseases before boarding Navy ships. U.S. sailors had to be inoculated against disease. Cooks aboard the ships had to stock tons of rice and other Vietnamese foods.

The first American ship arrived in Haiphong on 15 Aug 1954 and left three days later with over 3000 refugees aboard. It was the attack transport *USS Menard* (APA 201).

**USS ESTES (AGC 12) comes to Saigon.**

**VIETNAMESE REFUGEES** prepare to board *USS Montague* for evacuation.



**ALL HANDS**



# Mission

The problems, immense as they were, were overcome. On 21 September, 37 days after the first U.S. ship arrived in Haiphong, the 100,000th refugee was brought aboard the amphibious command ship *uss Estes* (AGC 12).

Many sailors distinguished themselves during Passage to Freedom. One was a young Navy doctor aboard the attack cargo ship *uss Montague* (AKA 98). The doctor was Lieutenant (jg) Thomas A. Dooley.

**T**WO STORIES reflect the feelings of the Vietnamese people making the journey.

The first was written by a woman on the deck of an Amphibious Force ship after the people had received their first meal, a bath, and medical attention. The second is a note from a Vietnamese peasant whose wife had given birth to a baby girl aboard the tank landing ship *uss Litchfield County* (LST 901).

"To all peoples of great U.S. Navy: We suffer much badness to come to your ships for liberty. Communists tell us you are beasts. We do not know what to believe. So we come anyway. You care for our sick and most kind to child and old peoples. Our freedom mean much which you have help so good. In name of my family and all Vietnamese people God Bless You." The signature was Han Bu Song.

Tran Duc Zuong wrote:

SHIP CARRIED one thousand refugees.

## These Ships Formed Bridge to Passage to Freedom

Eleven ships of today's Pacific Fleet Amphibious Force participated in the Passage to Freedom migration of 1954-1955, in which some 300,000 Vietnamese were carried in United States ships from the communist north to Saigon in the south.

They are: the amphibious command ship *uss Estes* (AGC 12); the attack transports *uss Bayfield* (APA 33), *Magoffin* (APA 199), and *Montrose* (APA 212); the dock landing ships *uss Comstock* (LSD 19) and *Tortuga* (LSD 26); the attack cargo ship *uss Skagit* (AKA 105); and the tank landing ships *uss Jennings County* (LST 846), *Litchfield County* (LST 901), *Sumner County* (LST 1148), and *Tom Green County* (LST 1159).

Passage to Freedom ships formerly in the Pacific Amphibious Force are *uss Calvert* (APA 32), *Mountrail* (APA 213), *Wantuck*

(APD 692), *Montague* (AKA 98), *Algol* (AKA 54), *Menard* (APA 201), *Begor* (APD 127), *Andromeda* (AKA 15), *Epping Forest* (LSD 4), *Knudson* (APD 101), *Whetstone* (LSD 27), and *Balduck* (APD 132).

Also, the tank landing ships *LST 855*, *LST 772*, *LST 840*, *LST 822*, *LST 825*, *LST 758*, *LST 887*, *LST 692*, *LST 845*, *LST 47*, *LST 176*, *LST 629*, *LST 546*, *LST 520*, *LST 147*, *LST 548*, *LST 535*, and *LST 578*, and the auxiliary ships *uss Atlas* (ARL 7), *Sphinx* (ARL 24), and *Askari* (ARL 30).

MSTS ships which took part were: *usns Fentress* (T-AK 180), *Muskingum* (T-AK 198), *Hennepin* (T-AK 187), *Pembina* (T-AK 200), *General A. W. Brewster* (T-AP 155), *General R. L. Howze* (T-AP 134), *Marine Adder* (T-AP 193), *Marine Lynx* (T-AP 194), and *General W. M. Black* (T-AP 135).

"I come in the name of my wife, of newborn and family to present sincere thanks. All of you giving much help to birth my little daughter. We bring you much trouble but you bringing us good help and niceness. You give your medicines, necessary instruments and very good place for accomplishments.

You and your doctor losing sleep to render service to us.

"From captain to last sailor you have hearts of gold. My family and myself thanking you very much and wishing you many victories against communism. Long live American peoples."

—Don W. McCartney, JO2, USN

SIGN ON LST announces passage to freedom to Vietnamese boarding ship.





## CHAPLAINS IN ACTION—

# THE NAVY CIRCUIT

**F**OR NEARLY 200 years, both in times of peace and war, Navy chaplains have served as an inspirational link to the seagoing serviceman.

Armed only by faith, trust in God and their teachings, they have stood in the forefront of nearly every major naval engagement since the days of John Paul Jones, ever present to see to the spiritual welfare of Navymen and Marines alike.

Today, our chaplains are once again serving in an area of hostilities.

In waters off the coast and in the jungles of Vietnam, they constantly strive to bring spiritual guidance to the fighting forces.

For our seafaring padres, this undertaking requires that they travel extensively, over, under and on the sea throughout the Fleet.

**T**HIS is because chaplains are usually assigned only to principal task force units such as carriers and cruisers. The support ships, including submarines, rely on these parent units to provide chaplains for religious services and ceremonies. So,

our chaplains become modern-day circuit riders.

It's not uncommon for a destroyer sailor to see a chaplain follow a load of cargo highlined to his ship during an underway replenishment. Nor, is it unusual for him to watch the padre lowered onto the DD's fantail from a helicopter, affectionately referred to as a Holy Helo.

Most chaplains who fly over rough seas to a waiting ship will surely agree that it's the fastest and smoothest method of transfer. However, many probably have choice comments to make on their experience of being lowered by cable from a hovering helo to a ship's deck some 60 feet below. One chaplain describes it as routine.

"But," he adds, "when the weather gets rough and the destroyer starts fishtailing below, you might look down and see the ship one moment and a second later see nothing but water."

When he's safely aboard, the host ship is thankful for his visit. The chaplain, too, is undoubtedly thank-

ful. Thankful that he made it.

**S**OMETIMES the chaplains' Sunday schedules become so full that they must arrange weekday services on the smaller ships. Chaplains have reported that they have conducted as many as seven different services on as many ships, in a single day.

Whenever chaplains of different faiths are available, a special effort is made to transfer each of them to conduct his respective services.

On the other hand, there are times when the smaller ships on independent duty have no access to any chaplain. When this happens, the job of performing religious services becomes that of the lay leader. Lay leaders are men who show special interest in religion and, as representatives of their commanding officer, conduct worship services in the absence of an ordained chaplain.

The practice of using lay leaders in the Navy stems from late in the 18th century, the period in which the Navy chaplaincy had its birth.

At that time, divine services, as



ruled in 1775 by the second article of our first *Navy Regulations*, were to be held daily on those ships having chaplains on board. Further, it stated that the crew's attendance was mandatory.

**F**OR THOSE ships without chaplains, efforts were usually made to enable lay leaders to conduct worship services, or the captains would try to employ a civilian clergyman willing to share the rugged life at sea in sailing ships.

Many of these clergy were unordained but conducted divine services for several years. It wasn't until 1799 that the Navy commissioned its first chaplain—William Balch. By 1800, four more ministers received their commissions and the Navy Chaplain Corps had its beginning.

In time, regulations became more precise for those applying for commissions as chaplains. They were required to be ordained and have church approval for naval service. This same ruling is required of today's chaplains, with the added requirement that they be college graduates and graduates of an ap-

# RIDER

proved theological seminary with 90 semester hours.

Although William Balch was a commissioned chaplain, he held no service rank as we know it today. Navy chaplains were eventually given *relative rank* (in pay grade only) in 1871, but did not receive *actual rank* in service until 1899. Thereafter, commissioned chaplains were usually appointed with the actual rank of lieutenant.

**O**NE OF THE PRIMARY duties of our early chaplains was teaching. They were charged with training young midshipmen, mostly in their teens, in such subjects as navigation, history, English and geography.

As a result, the chaplains of the mid-19th century worked closely with Secretary of the Navy George Bancroft in the founding of the Naval Academy at Annapolis in 1845. Among these men was George Jones who was to become the first to serve at the Academy both as chaplain and as head of the Department of English Studies.



FROM THE SKY—Helicopter lowers chaplain to conduct Divine Services on DD in Pacific. Below: Circuit-riding padre says Mass for Marines in Vietnam.



OVER THERE—Chaplain returns to USS Hancock (CVA 19) by highline after church call aboard USS Harry E. Hubbard (DD 748) in waters near Vietnam.







**BACK THEN**—Services are held aboard cruiser prior to mission in the South Pacific during World War II. *Rt:* The chaplain distributes the ship's paper to crewmembers aboard the battleship *USS Pennsylvania* in the early 1900s.

There are numerous other achievements in our Navy's tradition which may be attributed to the determination of the pioneer chaplains.

Perhaps the most humane of these was their actions against flogging as a means of discipline. Letters and reports from chaplains largely influenced the Navy to abolish it.

There was another principal con-

cern of the chaplains. It was the lack of facilities during the off-duty hours for the crew. This challenged chaplains to initiate several welfare programs. Among them, most of which are still in existence today, are crews' libraries, ships' choirs and bands. As early as 1897, one chaplain introduced the stereopticon, a forerunner to the slide projector.

**T**HESE INNOVATIONS were followed by others, such as crews' movies, sightseeing tours overseas, the establishment of coffee messes (initial replacement for grog rations), and the founding of the Navy's YMCA. Calisthenics were also organized by chaplains for maintaining the physical fitness of the ship's crew after steam replaced sails.

Like others throughout the years, chaplains today devote a great deal of energy toward improving the Navyman's national and international social education and status.

In Vietnam, for instance, they hold classes to explain the variety of religions, customs and traditions of the Vietnamese.

Last summer this understanding was stimulated by the start of a program focused on the physical welfare of the Vietnamese people. Called Project Cleft-Lip, it serves to correct, by plastic surgery, disfiguring birth defects on the faces of children. The program was initiated by Chaplain Paul H. Running, together with other servicemen from all branches.

This humanitarian effort runs hand-in-hand with religious efforts. Vietnam citizens are encouraged by our chaplains to partake in services.

**O**N OCCASION the invitation is extended outside the chapel as it was recently by Chaplain Robert C. Franklin. When he was assigned to a Marine battalion near Da Nang, he invited villagers from An Hoa to celebrate Mass with the Marines. An interpreter was used to say parts of the service in Vietnamese. It was the first benefit of a priest these citizens had had in more than two years.

### *A Tribute to the Lay Leader*

What is a Navy lay leader? What does he do?

He is a non-ordained person whose role is to assist his command and his chaplain in religious ministrations.

He encourages attendance at Divine Services and promotes service to God and men both by word and by personal example.

A lay leader must possess certain qualities, such as leadership, religious conviction and a sincere interest in his fellowman if he is to perform his role effectively.

He must be capable of developing the art of communication with others so they can share religious concerns with him.

This quality is especially important when there is no chaplain on board ship. In this situation, he may conduct appropriate services of worship and devotion.

In addition, he may be asked to render spiritual assistance to persons wounded or dying.

When a chaplain is aboard ship, the lay leader assists him in the publication of the chapel and religious programs and distributes them to-

gether with other religious literature. He also operates slide and motion picture projectors for films shown during Bible studies and discussion groups.

Attempts are currently being made by the Chief of Chaplains to further the formal training of lay leaders by the establishment of a Lay Academy of Theology and Pastoral Care. Training is now presented in the form of lay leaders, conferences, refresher courses and chaplain supervision.

This academy will feature initial training periods of from two to four weeks of laymen programs and a one-week refresher course for those laymen aboard ships returning from overseas deployments.

"We want to give laymen an opportunity to grow," says the Chief of Chaplains, Rear Admiral J. W. Kelly, CHC.

"We seek as lay leaders men who love God, their country and their fellow Navymen and Marines. We want them to prepare themselves through prayer, worship, study and the cultivation of those habits which are the mark of a real man."



In contrast, it is seldom our troops at the front are without the benefit of chaplains.

**O**N THE BATTLEFIELD they hold religious services whenever and wherever possible. Frequently, they make their own way into the combat zones by hitching rides by helicopter, jeep or truck. If necessary, they walk in order to be where they are needed, even if only long enough for a brief prayer and short sermon.

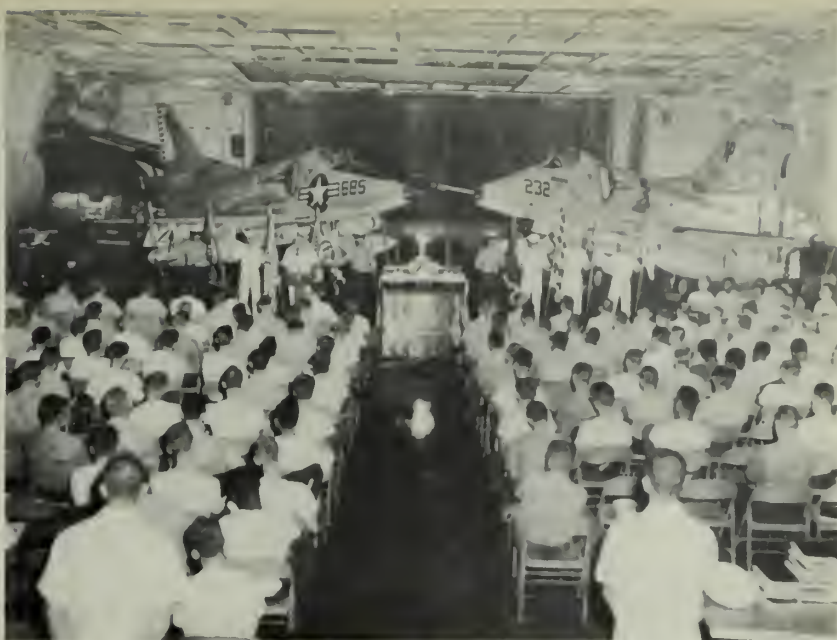
Their altars may be in a tent, on the hood of a vehicle or, at worst in a mud-soaked foxhole. They can never be certain their services will be completed without incident. More than once Viet Cong mortars have sent congregations scattering for nearby cover.

**W**HEN THE chaplains aren't at the front, they can almost always be found at field hospitals. There, they are ever present to comfort the wounded and console the dying. One chaplain might write a letter home for someone who is wounded and disabled. Another might simply console a patient by his presence while uttering a prayer of reassurance.

These are things men have seen chaplains do, not only in hospitals but also in the heat of battle. They stem from a heritage of bravery.

Some of our nation's highest decorations have been awarded chaplains for outstanding merit or gallantry in combat. These range from the Navy Commendation to the Medal of Honor.

The Medal of Honor was awarded on 23 Jan 1946 to the late Chaplain Joseph T. O'Callahan for his display of bravery on board the carrier USS



**CARRIER'S HANGAR DECK** becomes a church for religious services as carriermen cruise the Pacific. *Below: Navyman at sea has a talk with his chaplain.*

*Franklin (CV 13) when she was attacked by Japanese aircraft near Kobe, Japan, in 1945.*

So far in Vietnam, chaplains have been decorated with the Purple Heart, the Legion of Merit, Bronze Star, and Navy Commendation medals.

These actions and those of chaplains throughout the years have distinguished the Chaplain Corps' history. And, for as long as there shall be Koreas and Vietnams, we can look to our padres of the sea to stand side-by-side with our fighting men engaged in battling aggression—no matter where or when.

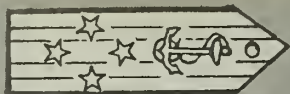
—Marc Whetstone, JOC, USN



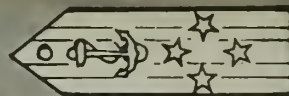
**YEARS OF SERVICE**—Chaplain holds church services on deck. *Rt: Navy chaplain and Marines observe Hanukkah.*







## FOUR STAR FORUM



### Suppose You Were CNO for Sixty Minutes

#### Oceanographer's Mate

The sense of adventure in seeing the world has all but vanished for the sailor of today. To compete with the space age in regaining the interest of youth today, we can offer a lot more.

For example, I would suggest that the Navy engage in a long-range training program in oceanography. Cooperate with colleges and universities to offer a naval career as oceanographer. Establish a new rate for enlisted men as Oceanographer's Mate. (I understand that there is a trend in this direction, and that NESEP offers college training in oceanography.)

The ocean may be more important to us in the future than space. Let's use it to the best advantage.

I strongly feel that the Navyman is not interested solely in the various bonuses, more in-port time, or learning a trade to benefit him when he gets out. If this were the case, the entire armed forces are open to the same benefits. And the other services don't have to get under way every Monday morning.

And since travel is an essential part of the Navyman's life, why not take greater advantage of it. Is it essential that the same ports be used again and again? Why not let the Navyman see more of America? Our Atlantic seaboard offers many interesting recreational spots to visit. Fire Island, located off Long Island, N.Y., for example. How many Navy-men have ever seen, or heard of, Mystic, Conn.? It was a famous whaling town, and there are still whaling ships tied up to its docks.

Let's keep the spirit of adventure a part of the sailor's life.

G. P. Sobel, QM1, USN.

#### Variation to VRB

I would like to suggest a change in procedure for paying the regular reenlistment bonus, along lines now in effect for the variable reenlistment bonus.

Why not give an option to those reenlisting after the first time a

choice of receiving either a lump-sum payment or receiving payment over the life of reenlistment or any yearly increment?

This would permit them to avoid the tax bite, as is now being done with the VRB. I think many individuals who have long since passed their first reenlistment and are a bit envious of the large sums paid under the VRB would find some consolation if this were put into effect.

E. S. Carder, CT1

NavSecSta, Washington, D. C.

#### Mess Cooking and Class A Grads

The use of Class A school graduates and designated strikers as mess cooks and on other types of jobs out of their rating has long been a problem.

We spend time and money creating new programs to keep these valuable men in the Navy. We want them to make it their career. However, these programs are off to a

bad start just as soon as the graduate leaves school and reports to his first duty station. He usually starts off as mess cook.

The usual justification centers about the shortage of personnel and the conviction that everyone has to do his share of mess cooking.

All well and good, but this man has already put in as many as 38 weeks of hard study and classroom work. He's ready and eager to go in his specialty. This enthusiasm dwindles into indifference or antagonism when, six months later, after a short leave period and a term of mess cooking, he finally reports aboard to work in his specialty. At the very least, he has stagnated.

Another point comes to mind. While mess cooking, he becomes eligible to compete for advancement in rating. Chances are, if he has not become too stale, he will pass his test and become eligible for advancement to PO3 in the first increment, a month or so after he has completed his tour as mess cook. Under these circumstances we have a petty officer with no practical training or experience. He will be under a great handicap. There will be many things expected of him, and he will be lucky if he doesn't fall flat on his face.

The concept that "Everyone has to do his share of mess cooking" should be dropped and a new viewpoint adopted.

R. W. Gately, YN1, USN  
NAS Quonset Point, R. I.

(Note: You and other readers are referred to the Task Force recommendations approved by the Secretary of the Navy Policy Board for implementation. Recommendation No. 23 provides for the expansion of the "contract messman" program, that is, civilian mess cooks, to include all shore activities. This subject will be covered in the near future in ALL HANDS.)

#### An Elite Corps of Navy-men

If I were CNO for an hour, I would recommend most strongly one





more study, a study by personnel specialists of the CAREER man who is already a part of today's Navy — his problems and likes and dislikes.

In other words, don't worry so much about retaining the transients; instead, investigate why we have career men, then concentrate on those aspects of the problem. The aim should be directed toward the creation of an elite corps of dedicated career Navy men.

Robert J. LaLonde, LTJG  
USS Hunley (AS 31)

#### Small Stores

Every Small Stores should be required to stock the uniform items on the published list and to be open during hours when enlisted men can get to them.

Frequently, Stores are out of the common sizes of one or more useful items — dungarees, blue jackets, khakis. Others seldom, if ever, stock the more unusual sizes of these same items. While it is obviously impossible for every store to stock every size of every item, a list of "never out" should be established, with the balance carried according to demand.

Small Stores should be open during periods when men are free to use them. This should include the noon hour, particularly on bases where most men are in schools or offices during normal working hours.

These changes might — just possibly might — make the Small Stores the fringe benefit they are said to be.

G. W. Windscheffel, EMC(SS)  
USS Swordfish (SSN 579)

#### Enlisted Evaluation

The enlisted evaluation form now in use does not provide the reporting senior sufficient latitude for all ratings. E-9s cannot, in justice, be evaluated on the same basis as an E-4.

However, such forms could be designed along the same lines as the officer fitness reports. Block 8 could be reserved for reporting seniors who wished to comment on superior or inferior performance of the individual. I do not believe you can assign a numerical value to any individual's performance. None are perfect but most try to act and perform their best, according to their



ADM David L. McDonald, Chief of Naval Operations, aboard USS America (CVA 66)

experience, education and maturity.

I would also eliminate Fleet-wide exams for pay grade E-4 and give advancement responsibilities to commanding officers. In addition to the requirements now in effect, a mini-

mum of six months on board for duty would be necessary. Advancements could not be made while on TAID, under instruction, or while hospitalized.

I believe this would greatly enhance the commanding officer's responsibilities in the selection of the more qualified personnel and would have a profound effect on the selection and retention of the more desirable career petty officers.

Kenneth M. Schurr, CTC, USN  
NavSecGru, Sonoma, Calif.

#### Payment for Correspondence Courses

I would consider instituting payment for successful completion of correspondence courses.

Excluding courses which are required for advancement in rate or other purposes, I would determine the value of each course to each rate and grade in the Navy. After this, I would establish a given amount each course is to be worth to individuals of different rates.

I would establish a time limit for

### You Take the Conn

*Do you have a pet project you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.*

*Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.*

*What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?*

*With the blessings of the Chief of Naval Personnel, CNO and SeeNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

*The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)*

*This is a golden opportunity to provide a forum for your ideas.*

*The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.*

*Here is another installment. Keep your ideas coming.*



completion of a correspondence course and, upon completion, administer a final examination under the same conditions as promotion tests are held.

**Richard B. Hartman, HM1, USN**  
USMCR, San Bruno, Calif.

#### Full Value from E-8s, E-9s

To get the most for the money paid to the higher rated personnel (E-8s and E-9s), I would take steps to have a man that accepted an appointment to E-8 agree to remain on active duty for 25 years; anyone appointed to E-9, for 30 years.

Thus, the Navy would receive the

benefit of their experience instead of simply training them for a civilian employer.

I would also permit the E-8s and E-9s who have gone into the Fleet Reserve to request active duty to finish out their 25- or 30-year obligation.

**R. L. Goodwin, AOCS, USN**  
Quonset Point, R. I.

#### New NEC for Shore Patrol

The present system of obtaining men from operating units on a TAD basis to fill shore patrol billets at continental bases is a serious drain on the operating forces. Usually an operating unit is already below its

personnel allowance but still must provide TAD personnel for shore patrol duties.

I would replace this system by creating a new Navy Enlisted Classification code for Shore Patrol. Then I would have those enlisted rates which are primarily seagoing designated with this secondary Shore Patrol NEC. This would create shore duty billets for the primarily seagoing rates and would relieve the TAD requirements from the operating forces.

**Donald J. Baets, CDR, USN**  
FPO, New York, N. Y.

#### Let's Get Tough

The sailors in the days of John Paul Jones were rough, tough and rugged. They could hit hard, fast and often. They were what seamen should be.

The tendency today is to concentrate on clean shaves and loud-smelling deodorant.

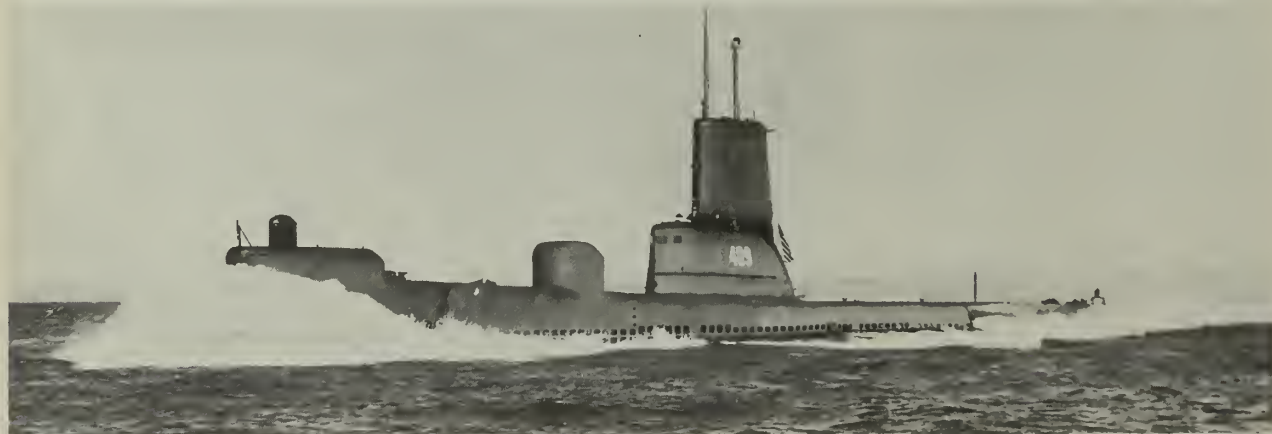
Sweating out 25 push-ups and running 300 yards three or four times a year fools no one but ourselves. All we're accomplishing with this is sore stomach muscles and aching legs when we know deep down inside that we're about as physically fit as a rusty robot.

There are lots of sports in which we can build muscle tone and enjoy ourselves too. We can also learn more about the art of self-defense.

Maybe some don't mind fighting alongside an overweight boatswain's mate, but I can think of a better choice.

Let's get tough.

**H. E. Simon, ABH3, USN**  
North Island, San Diego, Calif.







**WATER LOW**—At low tide trucks could reach LSM and speed up unloading.

## Logistics Lift Ship

**A** VIETNAMESE Navy ship, sailing deep into Viet Cong territory during Operation Icebreaker demonstrated the economic advantages of seaborne resupply. Sailing aboard was a U. S. Navy advisor who returned with an enthusiastic report about the operation.

Lieutenant Commander Richard N. Peterson, USN, of Middleton, R. I., an advisor to the Vietnamese Navy, accompanied the Vietnamese ship down VC-infested jungle rivers and up the coast. The ship delivered supplies to the Vietnamese Army Regional Forces Training Center at Song Mao, 140 miles northeast of Saigon.

The center normally requires over 200 tons of supplies monthly.

Previously, nine airlifts supplemented by truck convoys from Phan Thiet, 35 miles distant, were needed to make the deliveries.

The Vietnamese Navy set out to solve the problem in Icebreaker.

Vietnamese Navy Logistics Lift Ship (LSM 404) began operations 28 July at her berth in Saigon. Over 200,000 pounds of rice and other materials were loaded aboard the ship.

The final phase of loading was at Nha Be, seven miles south of Saigon,

where 360 barrels of petroleum, oil and lubricant were taken on.

From Nha Be the trip through the Rung Sat Special Zone to the South China Sea began. The 404 arrived safely at her destination.

Lieutenant Ninh, 404's commanding officer, was forced, due to surf conditions, to beach the ship on a sandbar 50 yards offshore for unloading.

Problems began when the bow ramp was dropped. As the ship was still in deep water, trucks were unable to reach the supplies.

Navy ingenuity went to work. The POL barrels were rolled into the water and successfully floated to the beach.

Later, with the tide out, trucks were able to unload the ship.

During unloading, 404 was a target for nearby small Viet Cong units.

The Viet Cong tried to reach the ship but were driven off by Regional Forces' troops. Further protection was provided by a spotter aircraft circling overhead.

From Song Mao, LSM 404 proceeded seaward to complete two other missions. She then returned to Saigon.

—Story and photos by  
Jack C. Deckert, PHC, USN



**LSM 404** took supplies 'inland.'



**CREW** of LSM watches trucks carry off supplies. Below: At times off-loading had to be done by hand.



**JOB'S END**—LCDR Peterson, USN, and officers enjoy meal after mission.



# On Coastal, Air and

*Rounding out the headlines from the latest news from Southeast Asia is this series of reports of varied Navy activity in Vietnam. ALL HANDS continues to report the background story that comes directly from ships and units on the scene.*

## Big Little White River

She's not a big ship. Not until she starts firing at Viet Cong positions inshore with her rockets, five-inchers, and 40mms. Then she's as big in total firepower as four destroyers.

USS *White River* (LSMR 536) is a medium, rocket firing landing ship. She and her sister ships *Clarion River* (LSMR 409) and *St Francis River* (LSMR 525), and the flagship *Carronade* (IFS 1) make up Inshore Fire Support Division 93.

Operating along different sectors of the Vietnam coast, these ships provide rocket and gunfire support

to friendly forces when called upon.

An LSMR is no luxury ship. The only air-conditioning aboard is in the combat information center and electronic spaces. There's very little refrigeration space, which means the crew eats canned and dehydrated foods most of the time. The berthing spaces are hot, and laundry service is often poor due to the limited fresh water supply.

But if these conditions are considered shortcomings, they're all overshadowed by the state of high morale. "We're lucky here on *White River*," says a gunner's mate first. "We operate fairly close to the beach when we're on a support mission, and we get to see what's going on. Look at the guys on the carriers. They see their planes take off and land, but don't see what's happening, like we do."

Among the ship's greatest admirers

are the spotters who coordinate the gunfire support from their positions inshore.

After a firing mission one afternoon, the spotter radioed back to the ship, "Target coverage excellent. I'm coming down to take a look at the greatest little ship in the Navy."

Another spotter gathered some "punji" stakes and sent them out to the ship as souvenirs for the crew. Still another was arranging to have fresh fruit sent out to the ship.

During her first months off Vietnam, *White River* destroyed 708 structures, damaged 535 others, killed 100 VC and wounded 55.

## Da Nang Harbor Patrol

There are usually about 20 ships anchored in Da Nang harbor. It could be a prime target for Viet Cong saboteurs, if not for the Harbor Patrol of the U. S. Naval Support Activity, Da Nang.

The Harbor Patrol consists of 45-foot picket boats, four smaller Mark IV boats, and four small outboard motorboats, which operate in the shallow part of the harbor.

The boats go on patrol from three to eight days at a stretch. The busiest times of the day for the boats are early in the morning, mid-afternoon, and at curfew (2000).

During these periods, Vietnamese junks and sampans are stopped and searched, and their papers are checked by the Vietnamese Navy interpreter assigned to the picket. Any suspicious material is confiscated and taken along with the suspect boat to the Naval Advisory Group for investigation.

The Harbor Patrol also enforces the curfew, which runs from 2000 until 0400. Curfew violators are taken to the Naval Advisory Group for interrogation and are detained until the next day. When Vietnamese are apprehended three times for curfew violation, their boat is taken away for a week.

## Navymen Decorated by Vietnamese

The Republic of Vietnam has awarded several combat decorations to Navymen for meritorious combat service.

The Seventh Fleet's Yankce Station commander for the past year

**ON TARGET**—Rocket from A1 Skyraider hits a camouflaged petroleum barge.





# River Patrol

was awarded the Vietnam National Order Medal.

Rear Admiral James R. Reedy, who was Commander Task Force 77 and Commander Carrier Division Five, was embarked in the carriers *uss Kitty Hawk* (CVA 63) and *Constellation* (CVA 64).

Captain John T. Shepherd received the Gallantry Cross (Division Level) with Silver Star. He received the award for his role in the creation of the Navy's Market Time and Game Warden operations.

Also receiving the Gallantry Cross were the commanding officer and nine crewmembers of the dock landing ship *uss Tortuga* (LSD 26).

The award was in recognition of the group's action during the capture and salvaging of a 100-foot Viet Cong trawler.

Volunteers from *Tortuga* assisted in fighting fires aboard the trawler after it was abandoned by the Viet Cong, and later helped to salvage it. The firefighters faced continual danger. Periodically ammunition stored aboard the trawler "cooked off" and sprayed the deck with bullets.

## Flyer Remains Alert, Lives

The ability to keep his head when badly wounded and nearly unconscious probably saved Commander Wynn Foster's life.

He was leading a two-plane strike of A4 *Skyhawks* against the Vinh oil storage area in North Vietnam. After passing the coast, the planes encountered heavy antiaircraft fire.

CDR Foster took a direct hit in the cockpit, which shattered his right arm between the elbow and the shoulder.

Painfully wounded, with his right arm bleeding profusely and lying useless, he directed his wingman to proceed back out to sea. He then took evasive action until well clear of the antiaircraft fire.

Knowing how serious his wounds were, and that he would soon lose consciousness from the loss of blood, CDR Foster saw that his only chance for survival was to receive medical aid immediately.

Through painful gymnastics in the cockpit he made radio contact with the search and rescue destroyer, mentally plotted the course to the ship, and continued to fly his air-



**HOT CARGO**—Postal clerks check mail aboard *USS Constellation* (CVA 64).

craft with his left hand.

As he neared the destroyer, he instructed his wingman to tell the destroyer what would be necessary for the recovery, also his own need for blood. He ejected at 3000 feet, just ahead of the ship.

He inflated his life vest, released the seat pack, and when in the water

opened his parachute fittings, all with his left hand.

About five minutes later a whaleboat from the destroyer arrived and CDR Foster, barely conscious, instructed the crew as to how best to get him aboard.

The whaleboat was hoisted aboard *uss Reeves* (DLG 24) within 10

**ROCKET'S GLARE**—*USS White River* (LSMR 536) fires rockets at shore position.





**AIR POWER**—Carrier-based *Crusader* fires rockets in support of ground forces.

minutes after pickup and CDR Foster was given medical attention by the ship's medical officer.

He was later evacuated to the carrier *uss Oriskany* (CVA 34).

For his actions, CDR Foster was awarded the Silver Star and the Purple Heart. He has also been recommended for the Distinguished Flying Cross. Previously he had earned 16 Air Medals and two Navy Commendation Medals with Combat V.

#### **Bassac Patrol**

The winding channels and muddy waters of the Mekong Delta and the Rung Sat Special Zone are the operating areas for the river patrols of Operation Game Warden.

One such patrol was conducted recently on the Bassac River, in the southern part of the Mekong Delta. The patrol was operating from *uss Tortuga* (LSD 26), anchored about 15 miles off the Bassac River mouth in the South China Sea.

Daytime patrols usually begin at 0700 and end 12 hours later. An hour before departure, the crews of the patrol boats are briefed at the support ship. This particular briefing was conducted by Lieutenant (jg) Henry I. Klein, executive officer of River Patrol Boat Section 512.

"Intelligence has told us," he said, "that some sampans might meet at the northern end of the island today or tomorrow to transfer fuel and arms. Keep an eye out for them."

He warned against taking any craft under fire at too close a distance, to avoid being caught in a secondary explosion.

By 0700 the lead boat of Patrol

Alfa, *PBR 22* and its running mate, *PBR 57*, were in the water. The .50-caliber machine guns were tested. Then began the trip to the mouth of the Bassac. A 15-mile long island, considered a Viet Cong stronghold, dominates the mouth of the river.

Although *PBR 22* did not reach the river until 0830, the crew had already detected and visually inspected several sampans and junks, but found nothing suspicious.

By 0930 the two boats had arrived at the Vietnamese Navy Coastal



**ARMY-NAVY**—John L. Wank, AMSC, USN, aircrewman of Detachment 29, Helicopter Support Combat Squadron 1, receives Army aircrewman's wings from CO of 145th Aviation Battalion, Bien Hoa, Vietnam.

Chief Wank is among the first eight Navymen to qualify for Army aircrew wings. His detachment is flying support for U. S. Navy river patrol boats in Mekong Delta area.

Group base, well above the river mouth on the left bank.

Here the *PBR* patrol officer, Chief Petty Officer John E. Brown *usn*, took time out to exchange books and magazines with the three U.S. Navy advisors assigned to the coastal group.

As the patrol continued upriver, Chief Brown commented, "We don't worry too much about boats in this area. Everything passing must go through several Vietnamese Navy checkpoints. It's north of the island where we really have to be on our toes."

Approaching the northern end of the island, *PBR 22's* boat captain, Petty Officer Second Class Thomas Darley, spotted a sampan which was quickly overtaken.

Chief Brown boarded and searched the craft, but found no cargo. The man and boy who occupied the sampan were thanked for their cooperation and told they could continue their trip.

Experience governs the patrol officer's decision as to whether a boat should actually be boarded and searched. In any event, all craft sighted are inspected visually.

As Patrol Alfa rounded the north end of the island, the *PBRs* suddenly increased speed.

"Charlie has a 57mm recoilless rifle over there on the point," Chief Brown yelled over the noise of the engines. "If we move fast and maneuver, he'll have a hard time hitting us."

Later, *PBR 57* reported seeing a sampan pull out of the undergrowth of the island and dodge back in after spotting the *PBRs*. Abruptly the two boats reversed course to investigate.

Two other sampans were close by and after inspection by the *PBRs*, they were told to move on. One of the sampan operators seemed frightened and kept pointing at a small opening in the undergrowth nearby.

Then *PBR 22* approached the position marked by *PBR 57* to be investigated. It was the same spot pointed out by the frightened sampan operator.

Barely visible were three sampans, clustered in the jungle growth. As the *PBRs* approached, the sampans moved further into the undergrowth.

Chief Brown fired several warning shots into the trees above the sampans, hoping this would draw them out for inspection. Ignoring the shots, the sampans pushed still



deeper into the tangled foliage.

Chief Brown fired more warning shots, this time a little lower. There was no response. He contacted Vietnamese authorities and requested permission to destroy the sampans if necessary. Permission was granted.

As a final warning, Chief Brown launched a grenade just short of the opening, still hoping to scare them out for inspection. There was no reaction.

He ordered a few exploratory rounds fired from the forward .50-caliber machine gun. One of the rounds struck the largest sampan, causing a violent explosion that ripped the sampan apart, spewing clouds of black smoke and fire above the palm trees, and setting the other two craft afire. Obviously, the sampans had been carrying ammunition for the Viet Cong.

The patrol continued.

At 1630, not far from the river mouth, a U.S. Army spotter plane dropped a red smoke grenade in the mouth of a narrow canal as a signal that suspicious craft were approaching. Patrol Alfa was told that five sampans had run the Vietnamese Navy checkpoint up the canal.

Two sampans glided out of the canal and Chief Brown boarded and searched both, but found only fresh vegetables and produce on board.

One Vietnamese farmer, obviously irritated by being delayed in getting to market, had his frown changed to an appreciative grin, when Chief Brown bought some hot peppers at an inflated price. Satisfied, the farmer proceeded on his way.

The other sampans, all thoroughly searched, yielded nothing.

Shortly after 1930, Patrol Alfa ended. —D. G. Van Way, JO2, USN

#### Come Alive

Some phantoms are good phantoms. Like the refrigerated truck, dubbed the Phantom Reefer, which plies the area around U.S. Naval Support Activity, Da Nang, every day. Its mission—relief for toiling, thirsty Americans.

Everywhere in the Da Nang area the Phantom Reefer comes upon servicemen working. Then, it stops, opens wide its doors, and with a blast of cold air, gives away free soda to all.

The Phantom Reefer is an innovation of the Special Services Office at NavSuppAct Da Nang. Since many of the servicemen in the Da Nang area work where no cold drinks are



**PASS THE AMMUNITION**—Crewmen of *USS White River* (LSMR 536) load ship's guns. Ship operates close to shore, making flak jackets necessary.

available (docks, warehouses, construction sites, air bases, etc.) the truck drives around all day, delivering its welcome refreshment to those who need it.

Once the reefer came upon a Marine patrol just as it was emerging from the jungle after a long, dusty patrol. It stopped and delivered cold soda to the amazed, but grateful, Marines.

The Phantom Reefer drives 35 to 40 miles each day and gives away 165 cases of soda each week.

#### Seventh Fleet Has Grown

The largest numbered fleet is bigger than ever. In the two years since the first air strikes against targets in North Vietnam were launched, the U. S. Seventh Fleet has grown considerably.

On 1 Aug 1964, the destroyer *uss Maddox* (DD 731), on a routine patrol in the Gulf of Tonkin, was attacked by North Vietnamese PT boats. Four days later the first air strikes against North Vietnam were launched from the attack carriers *uss Constellation* (CVA 64) and *Ticonderoga* (CVA 14). The targets were bases harboring the North Vietnamese PT boats and the fuel dumps which supplied them.

These air attacks were the first large-scale Navy combat activity in Vietnam. Before the *Maddox* incident, the main area of involvement for the Seventh Fleet had been the Formosa Strait, between Taiwan and mainland China. But now the emphasis shifted south to the Tonkin Gulf and the South China Sea.

By February 1965 three attack

carriers—*uss Coral Sea* (CVA 43) *Ranger* (CVA 61), and *Hancock* (CVA 19)—were on station in the South China Sea. Aircraft from their flight decks struck the Dong Hoi military barracks, one of the prime staging areas for infiltration of troops and material into South Vietnam. The air strikes continued.

In March 1965, Seventh Fleet Marines, 4000 strong, waded ashore at Da Nang to guard the airstrip being built there. Other landings brought Marine strength in Vietnam to 53,000 men.

Then a new task force was organized and Operation Market Time began. Its job has been to stop the infiltration of supplies and men by sea. Destroyer escorts, Coast Guard cutters, minesweepers, *Swift* boats, and Vietnamese Navy junks are the surface force of Market Time. Patrolling the air are P2 *Neptune*, P5 *Marlin*, and P3 *Orion* aircraft. Military experts believe that Market Time has cut heavily into infiltration by sea.

In May 1965, the first Seabee battalion landed at Chu Lai, a coastal city south of Da Nang. There are now more than 4500 Seabees in South Vietnam, constructing everything from runways to schools.

Then came gunfire support. On 20 May 1965, the destroyer *uss Hammner* (DD 718) became the first ship to bombard Viet Cong coastal positions. Now, Seventh Fleet ships range along the coast, ready to support amphibious landings, repel VC attacks, and bombard known VC storage, supply, and camp areas. Since the ships can accurately hit



**SEABEES GO NATIVE** and use Vietnamese style thatched roof as MCB Three finishes up a hospital support facility building for forward area Marines.

targets as much as 15 miles inland, VC activity along the South Vietnamese coast has been greatly hampered.

The one Navy activity which was going on before the *Maddox* incident has not changed much. Naval advisors are still spread out all over South Vietnam. In the Mekong Delta, they ride with the River Assault Groups, hunting out Viet Cong along the thousands of waterways and canals. Elsewhere, you can find them building junks in the Saigon naval shipyard, and riding Vietnamese junks engaged in Operation Market Time, among other things.

The Navy also plays a large part in Search and Rescue operations. Pilots whose planes are shot up over North Vietnam invariably head for the Tonkin Gulf. If the pilot can make it to sea before he ditches, he is almost sure to be rescued. Downed pilots are usually picked up by heli-

copters or seaplanes, while attack aircraft stand by to discourage enemy attempts at capture.

When *Maddox* was attacked, the Seventh Fleet had 125 ships, 450 aircraft and 64,000 Navymen and Marines. Now two years later, there are 50 more ships, 150 more aircraft, and 15,000 more Navymen and Marines at sea.

It's been a big two years for the Seventh Fleet.

#### **First 40 Miles, No Charge**

One hundred and thirteen Vietnamese civilians, fleeing the Viet Cong, were rescued from their near-sinking junks recently by a U.S. Navy *Swift* boat and a Vietnamese Navy junk.

Five overloaded junks were sighted north of Qui Nhon, and most of the 65 refugees embarked were removed from the junks and transferred to the Navy boats. The *Swift*

towed the junks 40 miles to the refugee camp at Qui Nhon.

Sight of the unusual junk had prompted U.S. Navy Lieutenant J. S. Ibach, senior advisor to Vietnamese Coastal Group 21, to investigate, and subsequently begin rescue efforts.

He found that the 20-foot junks were heavily loaded with men, women and children, plus their personal belongings.

The junks were barely seaworthy under such a load and with the weather worsening, the exodus promised disaster.

The junk force men took the women and children aboard their large command junk, and furnished them what food and water they had available.

When questioned, the refugees said they were from Xuan Phung, and that an additional five junks similarly loaded were also en route. *Swift* Boat 63 rendezvoused with the command junk, loaded 42 refugees aboard with most of their personal belongings, and took the five junks in tow.

Making barely five knots and bucking heavy seas, the PCF arrived at the refugee camp a long eight hours later.

For the PCF crew it was a busy day.

They worked continually for the comfort and safety of the people and junks in their charge. Throughout the trip milk, food and water were dispensed.

When they arrived at Qui Nhon, the tired refugees were turned over to Vietnamese Navy Coastal Group 22 for further processing into the refugee camp.

Lieutenant Ibach and Petty Officer First Class A. E. Taylor, enlisted advisor to Coastal Group 21, arrived at the camp later that evening with the other five junks, and another 48 refugees.

#### **Their Appointed Rounds**

Like all men engaged in combat duty, crewmen aboard *USS Constellation* (CVA 64) presently operating off the coast of Vietnam, love to hear "Mail Call" passed.

To some it could mean a letter from San Diego, or a box of cookies from Chicago, and to another a newspaper from Berkshire, N. Y.

But for the 11 postal clerks who run the carrier's post office, it is only a small part of the job of keeping the mail going between *Constellation*, other ships in the South China

**MAKING THE ROUNDS**—Craft of the Vietnamese junk force patrols Cam Ranh Bay harbor. U. S. Navy advisors often work aboard these native-type boats.





Sea, and the folks back home.

Two to three thousand pounds of mail are flown aboard the ship on an average day. About half the mail is packages and the other half letters. The office handles almost 32,000 letters a day, with about half of them going to other ships in company with *Constellation*.

When the mail arrives on board, the clerks hurry to get it off the deck so the other planes can go back to their operations. The mail destined for other ships is locked in a room to await the arrival of the ship in the operating area.

Mail is kept for 20 to 30 ships, ranging from submarines to other carriers. It is transferred by helicopter or highline when the ship is near.

The remainder is carried to the *Constellation* post office to be sorted. Arrival slips are prepared for registered letters and insured packages. When all items are ready to be picked up by division mail orderlies, "Mail Call" is announced.

Even while the mail is being sorted, two other men have been selling money orders and stamps and helping postal patrons who wish to send packages.

*Constellation* also serves as a routing office, and receives mail from other ships to pass on, usually surface shipments consisting of parcel post packages, newspapers and magazines.

Getting the mail off the ship is just as important as getting it on. *Constellation* personnel alone sent 65,000 pounds of mail from the ship in a two-and-a-half-month period.

The postal clerks pick up mail three times a day from 16 boxes located throughout the ship. This haul is added to the packages and letters collected at the post office and the mail from the other ships and it is sent off, usually daily.

Despite the tempo of operations off the coast of Vietnam, there is time for a personal touch in handling the mail. Two months ago a birthday cake from Chula Vista, Calif., arrived for a *Constellation* crewman with nary a crumb or corner out of place. The cake had been shipped with a see-through plastic cover, and apparently received tender care by everyone along the mail route.

—Tony Boom, JO2, USN

#### Mark Breaches the Bassac

The light cargo ship *uss Mark* (AKL 12) is a pioneer. The 900-ton

ship was the first cargo carrier to negotiate the 47-mile run down the Bassac river from Can Tho into the South China Sea in approximately 10 years.

Until now, a combination of Viet Cong pressure and long-lost navigational aids has prevented anything larger than patrol craft from making the trip.

The success of *Mark's* voyage means that resupply ships soon may no longer have to retrace their steps up the Bassac and out the Mekong River, a trip of about 160 miles and two days.

Lieutenant Francis Sanderlin, *Mark's* skipper, who navigated the changed and forgotten channels, reported sufficient water at all times under his 10-foot-draft ship to insure the passage of other type ships operating on the river routes.

A Vietnamese LSIL patrol craft led *Mark* part way through the sandbars and mud flats to open water and from there she felt her way to sea.

#### "Mostly Instinctive"

Navy Petty Officer Second Class Alton R. Gunter has been awarded the Silver Star Medal for heroic action. The presentation was made by Rear Admiral Norvell G. Ward, Commander U.S. Naval Forces, Vietnam, in ceremonies at Qui Nhon, South Vietnam, 120 miles south of Da Nang.

The Silver Star was awarded for Gunter's bravery in action while on patrol aboard Navy *Swift* boat 26, on the Dong Tranh River, 17 miles southeast of Saigon, in the Rung Sat Special Zone.

Trapped by a sudden Viet Cong ambush, the 26 was caught in a heavy crossfire from enemy .30-caliber machine guns and small arms. In the first burst of gunfire, Gunter was severely wounded.



**BRAVE MAN**—Petty Officer Second Class Alton R. Gunter, USN receives the Silver Star for heroic action while on jungle patrol in Rung Sat area.

Though wounded, he again exposed himself to heavy enemy fire to man a .50-caliber machine gun.

He emptied his machine gun into enemy positions, then manned the boat's 81mm mortar and fired shells at the Viet Cong on both sides of the river.

He continued firing until the enemy was forced to break off the attack and his boat was free of the ambush area.

When asked about his action, Gunter replied, "With all that stuff coming at you, you've got to do something. I didn't have much choice. What I did was mostly instinctive."

"I was so scared," he recalled, "I don't even remember reloading."

**OFFSHORE ACTION**—USS *Guadalupe* (AO 32) refuels USS *George K. McKenzie* (DD 836) as USS *Ranger* (CVA 61) planes leave for North Vietnam.





USS Memphis (shown here as USS Tennessee) cruises Atlantic. Rt: Memphis after tidal wave.

## CREWS MUSTER AGAIN

# Fifty Years Later

SIR: I have noticed that, in all the years you have been carrying announcements of reunions, no one has ever reported what actually happened at one. I would like to rectify that omission and tell you of the events of the reunion of the USS *Memphis* and *Castine* survivors.

We held our 50th anniversary reunion in Cleveland, Ohio, August 27 to August 30.

On Saturday evening August 27, an early-bird dinner was held with survivors of *Castine* providing the program for the evening's activities. The *Castine* survivors have always joined with us in our reunions. (Their ship was anchored inshore to us on that fateful day of 29 Aug 1916, and many of us on *Memphis* were sure that she was going to founder in the heavy seas, not knowing that we ourselves were in greater danger. Although badly damaged, she did manage to up anchor and get under way. We didn't.)

On Sunday, everyone attending the reunion was invited to visit the NASA laboratory in Cleveland, where a former shipmate, Dr. Edward R. Sharp, had been the director. At the time we knew him, Dr. Sharp was a carpenter's mate on board *Castine*. From there, he went on to become a famous scientist.

On Sunday evening, Chaplain W. Angus Wiggins gave a memorial service honoring those from both *Memphis* and *Castine* who lost their lives during the disaster. It was attended by almost everyone who came to the reunion.

Business meeting was held on Monday in the morning. Reports of committees were read and approved; election of officers took place, and

all present officers were reelected.

At noon a luncheon was held, during which a speech was made by Captain Edward L. Beach, USN. (Besides being a famed submariner, he is the author of three earlier books and has written another concerning *Memphis*.) As you may recall, his father was commanding officer of *Memphis* when she was lost.

Monday evening the banquet was held at which speeches were made, congratulatory messages from the Chief of Naval Operations and Secretary of the Navy were read, and we were entertained by a magician.

I doubt if every reunion receives messages of congratulation from CNO and Secnav, but aside from that, I guess up to this point the general outline of this reunion would not vary greatly from most.

At this point, however, something new was added; new even for us. It was the flag ceremony, in which the flag which flew from the after

most of *Memphis* when she met disaster, was turned over to the Navy Museum in Washington.

To understand what this means to us, I'll have to give you some of the details.

This flag was retrieved on the morning of 30 Aug 1916 by Quartermaster Third Class Vince Peltier, USN. He placed it on the engine-room hatch to dry, where it was later picked up by Fireman Second Class Stanley Moran. He kept it until early 1959, when he sent it to me.

I didn't quite know what to do with it, but it seemed appropriate to send it on to Ship's Writer Sam Worth, who lived in Philadelphia at that time.

In early 1960, CAPT Beach made an urgent request that the flag be sent to him, but he could not then tell Sam why he needed it so badly. However, since CAPT Beach was the son of our former skipper, we all agreed that he could do no wrong and sent it to him.

We were glad we did when we heard later why he wanted that particular flag. CAPT Beach was commanding officer of *USS Triton* (SSN 586) when she circumnavigated the globe. When *Triton* surfaced after being submerged for 83 days, she was flying this flag, which originally came from his father's ship, *Memphis*.

Rear Admiral E. M. Eller, USN, Director of Naval History, in Washington, D. C., had suggested that the flag's final repository should be the Navy Museum and all hands concerned agreed.

As a result, it was formally turned over to the museum Monday evening at the anniversary banquet.

Flag of USS Memphis is presented to CAPT James W. Cartee for the U. S. Navy Museum in Washington, D. C.





So that was what one reunion was like.—L. B. Kidwell

• Since it was impossible to join you in your reunion, your description of the event was the next best thing.

For those who are not as familiar as Mr. Kidwell with the career and end of Memphis, and Castine, here's the story:

First of all, the Memphis we're talking about was only so named for a relatively short period. She began life as USS Tennessee (armored cruiser No. 10, not to be confused with BB 43).

Commissioned in 1906, she was quite a formidable ship for her time. Her normal displacement was 14,500 tons and she had a speed of slightly more than 22 knots. She carried four 10-inch guns, 16 six-inch guns, and 22 three-inch guns.

According to her official ship's history, she spent most of her time with the Atlantic Fleet.

In 1916, she was flagship of the Cruiser Force in the West Indies.

On 29 Aug 1916, while lying off the city of Santo Domingo, she was driven ashore by a tidal wave and completely wrecked.

Considerably more detail is given by CAPT Beach in Triton's log, of which we quoted excerpts in the September 1960 issue of ALL HANDS. Here are the relevant details:

"As Triton enters the Thames River en route to her berth in New London, we shall man the rail in traditional Navy style. Flying from our highest periscope will be a rather old and slightly weatherbeaten set of colors, and thereby hangs a very personal story which must now be told.

"In 1916 my father was commanding officer of the armored cruiser Memphis (ex-Tennessee which, he used to say, was the most responsive ship, the best trained and the easiest handled, of any he had ever served in. On 29 August of that year, lying at anchor in the harbor of Santo Domingo (now known as



Memphis vets at 50th anniversary reunion pose for photo.  
Below: Speakers' table from left and right.



Ciudad Trujillo) of the Dominican Republic, father noticed a heavy surf commencing to make up along the shore.

"A look to seaward brought him up with a start, and he ordered that the ship be made immediately ready to go to sea. Hurriedly he sent a message directing the ship's baseball team, then due to return from practice, to stay ashore. Two of the three boats received the message and did indeed wait, but the third either did not see the signal or failed to understand it, for on it came.

"Forty minutes later, a tidal wave swept completely over Memphis, swamped the bridge, inundated the entire topsides of the ship. Memphis had almost, but not quite, got steam to her engines. Her anchor chains (all three anchors, in desperation, were down) stretched, then snapped; she was swept from her berth, and within half an hour she crashed ashore in 12 feet of water.

"Father survived the catastrophe, although a number of people who were standing on the bridge with him were swept overboard and lost. Several were killed by flying debris below decks, or by burst steam lines, and he watched helplessly as the boat with the baseball party rolled over and over in the gigantic surf.

"When Triton enters the Thames River 11 May next, the ensign that

flew over Memphis on that disastrous day will be flying once again, probably for the last time, over a U.S. man-of-war."

To quote from Chief Engineman R.R. Myers, USN (Ret), in the February 1961 issue of ALL HANDS:

"At the time the tidal wave disturbance was first noticed, Castine was lying at anchor inshore of Memphis. While Memphis was dragging her anchors and trying desperately to build up a head of steam, little Castine—204 feet in length and grossing 1177 tons—was battling her way to the open sea and safety.

"At times the seas completely enveloped the ship, and she was entirely lost from view.

"Three crewmen were lost in the struggle. All her boats were carried away. Her radio antenna went by the board. The force of the waves denuded her upper decks, sweeping all deck gear to sea. Castine shipped tons of water, and her lower decks became flooded. But she did survive."

Now you know why they call it the reunion of the survivors of Memphis and Castine.

For years the crews of these ships have met together in an annual reunion, to renew old friendships and maintain ties with the sea service. Long may they continue.—Ed.

Members of salvage crew from USS New Hampshire shown aboard Memphis and in nearby jungle.





# Batmen & Racquet Squad

**F**OUR FOR FIVE — that is a catchy phrase for SubFlotOne softball players.

By winning four of their five games in the 1966 All-Navy Championships at Long Beach, the Dolphins won their fourth title in five tries. But they had to come from behind to do it.

In the first round of play, SubFlotOne edged Barber's Point NAS, 5-4. PhibLant opened their tournament play by coasting to an easy win over NAS Patuxent River, 7-2.

Then favored SubFlotOne suffered its only defeat in a second round upset by PhibLant, 2-0, in extra innings.

Barber's Point moved ahead in the losers' bracket by knocking Patuxent River out of the double-elimination tournament by a score of 2-1. Jim Lee was the winning pitcher.

The SubFlotOne defeat by PhibLant put the Dolphins into the losers' bracket with Barber's Point, while the Gators got a day's rest awaiting the outcome of the losers' game.

In the third round game, Barber's Point struggled to no avail and was overcome by strong SubFlotOne

hitting and Jim Cheesman's no-hitter as the Dolphins moved into the finals, 7-0.

At that point PhibLant needed only one win to end the tournament. SubFlotOne needed two against the Gators to overcome their upset deficit.

Jim Cheesman went to the mound for the second game in a row, opposed by John Caynor of the Gators, who was largely responsible for the Dolphins loss. It was Cheesman's day, as he yielded three scattered singles and one run to the Gators.

Dave Baker homered for the Dolphins and George Giles, Most Valuable Player in the 1965 All-Navy, hit two for three and scored a run to help the Dolphin cause.

The tournament trail was now even, with one loss each for the teams, necessitating a playoff.

In the final game, Ted Brown, who had lost the first Dolphin-Gator game, went to the mound and avenged the defeat by pitching another three-hitter to go with Cheesman's semifinal performance.

Brown coasted to victory atop a mountain of hits and six runs by his teammates to end the tourney.

The big hitter for the winners was catcher Jesse Vail, who posted a .555 batting average for the five games. Vail was given a trophy for the feat, and was also elected the team's Most Valuable Player for 1966.

The title made three in a row and the fourth in five years for the COM-SUBFLOTONE team, who played in the 1962-63-64 tournaments under the sponsorship of uss *Sperry* (AS 12), before changing the banner to SubFlotOne.

The next stop for the Dolphins was Indianapolis, Ind., and the National Fast Pitch Tournament.

## National Tournament

The SubFlotOne Dolphins, fresh from their victory at the All-Navy Championships, placed higher than any other Navy team in history in the National meet. Final figures had them in seventh place with a 4-2 record in the double-elimination tournament, but the Dolphins actually played more games than all but one of the other 19 teams entered.

Five Navymen were chosen for the two tournament All-Star teams and three men placed among the top 20 batters.

Jim Cheesman pitched a one-hitter to lead the way to victory over Seattle, 2-0, in the Navy's first game of the tourney.

The following day the sailors could muster only two hits, including a home run over the right center-field fence by big Al Clark, as they lost to the Dallas Texans, 6-1, to enter the losers' bracket.

Cheesman gave up six hits and four runs in the Navy's next game, but the sailors pounded out 17 hits against Spartansburg, S. C., to win by a score of 15-4 and set a tournament record for the most runs scored in a National Tournament game. Al Clark also hit his second homer of the meet.

With Cheesman again on the mound, the Navymen went 10 innings with the Lakewood Chiefs before winning, 1-0. Cheesman pitched a no-hitter, only to miss the perfect game on an error.

The Navymen played a rout against Englewood, Colo., in their next game, winning by a lopsided 10-0. Al Clark hit a long blast over

**BIG HIT**—Bailey Brown makes backhand shot while doubles teammate Mike Royer watches. The pair won East Coast Open title. Brown also won singles.







**SOFTBALL CHAMPS**—SubFlotOne won fourth All-Navy title in five years.

the center field fence with two on for his third homer of the tournament, just one off the record set in 1935.

The Dolphins got 13 hits in the game against two for Englewood.

Providence, R. I., which eventually finished second in the tournament, then put the Navymen out of commission with a 4-2 victory.

When the tournament laurels were handed out, five Navymen were picked for the two tournament All-Star teams. Ted Brown and Jim Cheesman, who alternated at first base when they weren't pitching, were picked for first team honors as first baseman and pitcher, respectively. Al Clark, who was augmented to the Navy team after the All-Navy tournament, was one of the outfielders chosen for the first team.

Second team honors went to Dave Baker, the Dolphin second baseman, and George Giles, Navy's hard-hitting third baseman.

The Navy also placed three hitters in the top 20 according to batting averages. Giles was fourth with a .429, Ted Brown was sixth with a .409 and right fielder Dave Lange was 14th with a .333 average. These three men accounted for 14 Navy runs during the tournament.

### Navy Tennis Champs

Bailey Brown, ComSix, and Tom Somerville, Com11, emerged as the 1966 East and West Coast Navy Tennis Champions in tournaments held at Newport, R. I., and Alameda, Calif.

The All-Navy Tennis meet, which

was slated for Alameda, was canceled due to the airline strike.

Brown, currently the fourth-ranked player in the Eastern Lawn Tennis Association, won the East Coast Open Singles title without losing a set in his four matches.

Brown disposed of John Bianco, Spencer Quill and All-Navy regular Nelson Harris on his way to the finals. In the title match, Brown outclassed Don Thorne, ComFive, in straight sets of 6-0, 6-0, 6-1.

Thorne had gained his berth in the finals by upsetting defending champ Tom Haney in the semifinals, 6-3, 5-7, 6-3, 6-3.

In Open Doubles competition, Brown teamed with Mike Royer to get a share of a second title. The pair defeated Don Thorne and Dick Williams, NDW, in sets of 6-4, 7-5, for the doubles crown.

The Senior Division was won by Leon Wilson, ComSix, who beat Bill Foulkes, NDW, in straight sets, 6-3, 6-0.

Both Wilson and Foulkes are former champions. Foulkes was the Senior champ in 1959, 1960 and 1963. Wilson was Senior titlist in 1961.

The first three places in the Women's Division were taken by Newport tennis players. Helen Sadowski defeated Rimp Horn 6-0, 3-6, 6-4 to take the title. Third place was won by 1965 semifinalist Margaret "Meg" Cozad, who defeated Jo Hoy, the lone ComNine holdout, in sets of 6-4 and 7-5.

In the West Coast tournament, Somerville defeated Ron Beaubien, Com14, in sets of 6-4, 3-6, 6-3, 6-3,



**ANOTHER ROUND**—Al Clark takes last step toward home plate in District softball game. Clark hit three for Navy team in National Championship.

for the Open Division title.

Beaubien teamed with Jim Shields, Com11, to defeat William J. Dawson and Dave Moffett for the Open Doubles crown, in sets of 6-2, 4-6, 6-2.

Burton Smith, Com12, swept the Senior Division with a win in the singles competition and a share of the doubles title. Smith defeated doubles teammate Dick Williams, Com12, in straight sets, 6-1, 6-4. He then teamed with Williams to beat Harold Norton, Com11, and Angy James, Com12, with a pair of 6-2 sets.

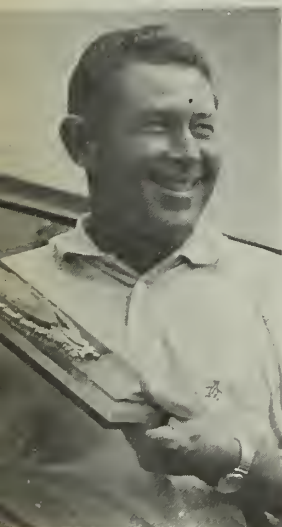
Pat Busby, the 1965 runner-up, put down opponent Lena Hartshorn without losing so much as a game, 6-0, 6-0.

Busby then teamed with Shirley Cordes, Com12, to defeat Hartshorn and partner Jean DeJessa, Com13, in straight sets for the doubles title.

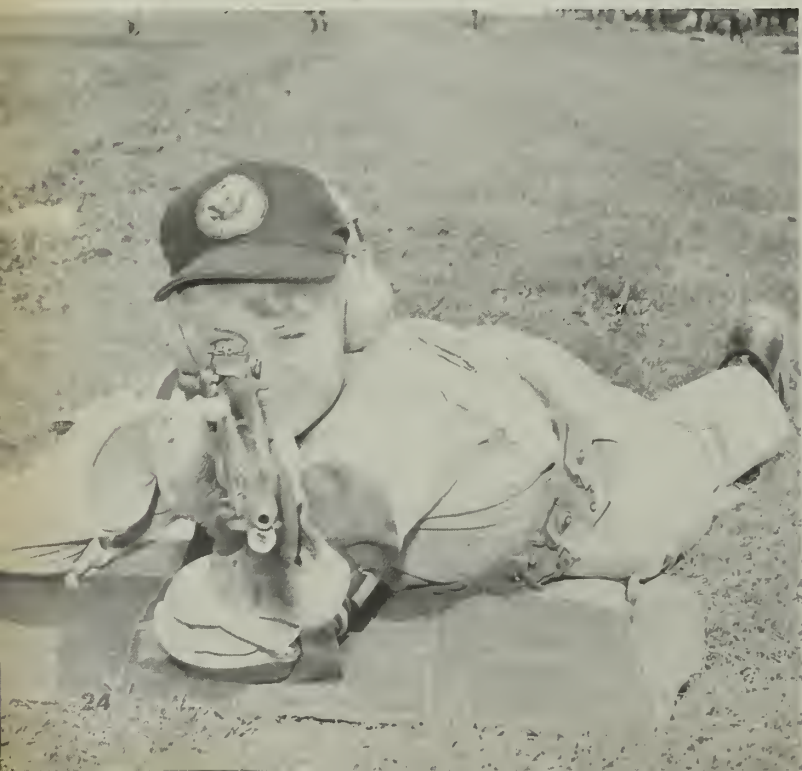
Since 1964, Busby has won the singles title, had a share of two doubles titles and has been a runner-up in both singles and doubles competition. —Kelly Gilbert, JO2, USN



**SAILING SAILORS**—AirLant won Atlantic Fleet Sailing Championships at Newport, R. I., by one-half point over the second-place PhibLant boaters. Six Atlantic commands were represented. Defending champs of CruDesLant were third.



**TOP SHOOTERS**—CAPT Ace Johnson shows off golf trophy; record-setter Donald Vaughn cleans rifle; LCDR Nancy Hollenbeck shows winning form. Below: Karen Bingen shot way to President's Hundred; Mike Nolte won Marine Cup.





# OPERATION JACK STAY

**S**EVERAL TIMES daily a group of small, wooden-hulled U. S. Navy Minesweeping Boats (MSBs) sweep the Long Tao River and the Saigon harbor area, where ships are unloading cargoes destined for Free World military forces in the Republic of Vietnam.

The boats comprise Mine Squadron 11's Detachment Alpha, which moved from Da Nang to the Nha Be naval base last March to participate in Operation Jack Stay. Their mission is to keep the 45-mile-long Long Tao channel free of mines.

It is through the Long Tao channel that the bulk of supplies reaches Saigon. The river, which winds through the heart of the Rung Sat Special Zone, a long-time Viet Cong haven, is the major deep water channel connecting the Port of Saigon with the South China Sea.

A number of the boats are committed to a daily sweeping; one of them stands by on alert to assist in any maritime emergency.

Between conducting the daily sweeps and maintaining the boat at peak efficiency, the MSB's seven-man crew puts in a long and demanding day. Sweeps of the river last as long as 10 hours, with constant maintenance work required before and after each sweep. And there is always the danger of Viet Cong snipers on the river banks.

The boats, working in pairs, sweep with equipment designed to cut the detonator wires of remote-detonated mines planted in the river channel. MSBs also sweep for moored mines which could be anchored to the river bottom.

One such boat is MSB 17. Accord-

ing to Chief Petty Officer Herman J. Carter, who is the boat's skipper, minesweeping is a constant and demanding task.

Although the MSB sailors have no positive way of knowing when they have prevented the sinking of a ship, mines of the types for which the MSBs sweep the river have been found in the Rung Sat Special Zone along the river banks and at Viet Cong base camps.

Most mechanical devices are subject to breakdown, and minesweeping equipment is no exception. However, the Vietnam-based crews are ready to cope with the problems that they encounter, as they proved recently during a sweep of the Long Tao.

Two hours after leaving Nha Be, MSB 17's sweep wire broke, setting a metal float free and causing the depressor, which keeps the sweep wire at the same depth at both ends, to drag behind the boat.

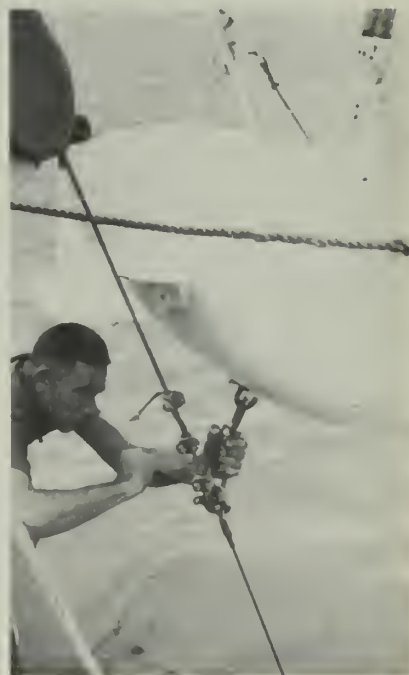
Word was passed to the bridge. Chief Carter ordered all engines stopped and began recovery procedures.

Once the depressor and sweep wire were pulled aboard, MSB 17 turned back up the river to retrieve the lost float.

When equipment is temporarily lost, small unswept sections of the river exist. These spots are covered by the next pass through the area. No part of the river remains unswept when the workday ends.

It is then that the sailors of Detachment Alpha return to their tents at Nha Be, satisfied that their job is done—until tomorrow.

—Thomas L. Rainwater, JO1, USN



**FIX-IT MAN**—MSB sailor secures a float to sweep wire during operations. —Photos by L. R. Robinson, PH1, USN



**DOWN YOU GO**—MSB crewmen prepare for minesweeping operation.

**MINESWEEPING** equipment trails MSB as it passes tanker in Long Tao channel.



# LETTERS TO THE EDITOR

## Seniority Again

SIR: I have a question regarding enlisted seniority which involves two men recently advanced to first class petty officer.

The first man, tested in August 1965, was promoted in April 1966.

The second man, who participated in the February 1966 exams, was to be rated the following May, but instead, his advancement date was changed to 16 April, the same date the first man was advanced.

The second man was second class for 10 years, whereas the first man spent just two and a half years in that grade.

Officially, which one is senior?—S. M., BM1, USN.

• We can only answer your question by first asking one: are these men in the same rating?

Let's assume that they are—say—BM1s.

This being the case, the second man is senior in all military and non-military matters. This is based on his longevity in service as well as his greater amount of time as a second class petty officer.

On the other hand, if the first man is a BM1 and the second man is a TM1, for instance, the TM1 is second in seniority when it comes to military matters. This is governed by the enlisted personnel precedence list contained in "BuPers Manual" (Article C-2103) which places all ratings below boatswain's mate.

However, this list does not dictate seniority, or precedence (if you prefer) regarding non-military matters. Thus, the TM1 is senior in these functions because of: (1) his length of continuous service; and (2) his time in pay grade E-5.

On the basis of this information, it would seem only you know the true answer.—Ed.

## Unit Insignia

SIR: Since submariners and aviators are authorized to wear dolphin and wing insignia, I would like to recommend that personnel of other type commands be authorized to wear insignia identifiable with their units.

For instance, men of the amphibious force could wear alligator insignia on their uniforms.—J. V. R., RM3, USN.

• We followed through on your suggestion with a visit to the Uniform Policy Board.

They inform us that the right shoulder unit identification badge (or patch), which came into existence a few

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

years back, was designed as a means of identifying Navymen with their units, usually seagoing.

Also, these patches are compatible with the Navy's policy of keeping the uniform smart, traditionally conservative, and neat.

The submariners and aviators of whom you speak are authorized to wear dolphins and wings because they have distinguished themselves by completing rigorous, extensive and highly technical phases of training within their particular specialties.

Any extension of this policy, the Board fears, would tend to create a cluttered appearance should a variety of insignia become part of the uniform.—Ed.

## Rotation for Master and Senior Chiefs

SIR: Before Senior and Master CPOs were withdrawn from the Seavey/Shorvey rotation program, those on overseas shore duty were building credit toward CONUS shore placement. What has happened to that credit? Will it be counted when E-8 and E-9 individuals are considered for rotation ashore?

I understand the overseas shore duty credit earned by pay grades E-7 and below is counted when they are considered for assignment to redesignated preferred overseas shore activities.

Also, why not make a list available of E-8 and E-9 billets? Or better yet, publish a Master/Senior Directory containing name, rating, duty assignment, ship or station addresses, and the month each man reported on board. This

## Chief's Mess Is for CPOs

SIR: Is it proper for a commissioned officer who holds a permanent appointment to chief petty officer to use CPO mess privileges without being accompanied by a CPO sponsor?—D. G., YN2, USN.

• Under normal circumstances, a commissioned officer shouldn't use the CPO mess unless he is the guest of a chief petty officer, permanent appointment notwithstanding.—Ed.

would certainly aid our top CPOs in filling out preference cards.

As it stands today, filling out one of these cards without any current information available is like fishing—a hit-or-miss affair.—B. L. L., YNCS, USN.

• Today, all E-8 and E-9 chief petty officers' billets, both ashore and at sea, are filled upon the basis of past duty assignments, individual desires and where the need is greatest.

In reviewing past duty assignments, the BuPers detailer considers three major elements—location of previous assignments, frequency and length of deployments, and how demanding requirements were in certain billets.

So, as you can see, whatever the past duty was titled (sea, shore, overseas, preferred, or what have you), it has no true bearing on the next assignment, nor does any previously earned credit.

In answer to your suggestion of making available a list of E-8 and E-9 billets, such a list is being prepared for publication which will include billets for all enlisted pay grades.

However, preparing an exclusive Master/Senior locator directory, such as you have in mind, wouldn't be practical at this time. With about 14,000 E-8s and E-9s in the Navy, many of whom are moving all the time, any directory would have to be updated as frequently as the Bureau's master tape.—Ed.

## Auto Financing

SIR: In the July issue of ALL HANDS, you said that additional information concerning credit union financing for buying automobiles is available through local Navy Exchanges.

Since I'm on duty in an overseas area where there is no Exchange, where may I find further information on these credit union loans?—C. G., CS1, USN.

• Sorry that we failed to include the "where" in our original statement.

You may receive complete information by writing to the Navy Federal Credit Union, Main Navy Building, Washington, D. C. 20360. Ask for their pamphlet "Pertinent Facts About Navy Federal Credit Union."

In respect to overseas auto financing: In brief, any person who is eligible to join the Navy Federal Credit Union, and who is on duty in a foreign country, may apply to NFCU for membership and financing of a new car purchased overseas.

The agreement between the Navy Ship's Store Office and NFCU is designed to encourage the sale of U.S.-made autos and to provide the maximum sav-



ings and protection for the military purchaser such as you.

In your specific case, as in other overseas areas where there are no Exchanges, or the Exchange does not have a new car sales office, purchases should be made through a reputable franchised dealer and application for membership and financing made directly to NFCU.—Ed.

#### Repeat for Instructors

SIR: I have been told many times than an ex-instructor who has been at sea for one year can request instructor duty again.

I have looked in many locations for such a directive, but so far I haven't come up with it. Is there such an Instruction? If not, how can I put in my request for this type of duty again?—R. T. C., EMC, USN.

• There's a very good reason why you can't find such an Instruction. There is none.

Only those men who are eligible for Seavey are assigned to instructor duty. You should request such duty on your rotation data card when you are eligible for Seavey.—Ed.

#### Reenlistment Incentives

SIR: I will be reenlisting for the first time shortly, and I have a couple of questions about what I am entitled to. First, a little background.

I have broken service, and two six-month extensions on my present enlistment. I am on shore duty, and I would like to transfer to the West Coast. I have already received confirmation of my eligibility for the variable reenlistment bonus. Now for the questions.

Since it is my first reenlistment, can I get West Coast duty as a reenlistment incentive?

If I go ahead and serve out my two extensions, will this affect my VRB?—R. H. R., ST1, USN.

• No, you can't change coasts as a reenlistment incentive, as this applies only to personnel reenlisting after their initial Navy enlistment. By having broken service, you are in a subsequent, rather than an initial enlistment, and therefore ineligible for choice of duty as a reenlistment incentive.

Your two extensions will not affect the VRB eligibility, since they do not total the two years required for a regular reenlistment bonus. In other words, since this is still your first reenlistment bonus, you get the VRB.—Ed.

#### Right Arm Ratings

SIR: Were there ever any extra pay or allowances paid to right arm ratings, based on their right arm distinction and precedence?—J. D. T., MAC, USN.

• Strictly speaking, no. First of all, you would have to go back to June 1922 to find basic pay scales based on

ratings. At that time, ratings were classified in three groups—Seaman branch, Artificer branch, and Special branch. Each rating had its own pay scale.

While in general, the pay rates for the Seaman branch (right arm ratings) were a little higher than some of the Special branch and Artificer branch ratings, this was not true in all cases. Some of the Special branch and Artificer branch ratings received higher basic pay than several right arm ratings.

In the matter of allowances, it is true that special fees were paid for specific duties that would normally be performed by a specific rating. However, the extra money was paid for the duty being performed, and not because the man performing the duty was of a rating that fell into the "right arm" group.

Here are some of the special allowances paid to Navymen in 1916:

• Men who successfully completed a prescribed course of instruction for seaman gunner or petty officer were given a certificate which entitled them to receive \$2.20 extra per month.

• Qualified gun pointers received extra pay ranging from two to 10 dollars per month, according to the man's qualifications and the caliber of the gun.

• Coxswains detailed as coxswains of boats propelled by machinery, or as coxswain to commanders in chief, received an extra five dollars a month.

**CAREER HIGHLIGHTS**—New Chief Stewardsman James Young shows his new hat to RADM C. A. Blick with pride. Promotion culminated 23 years of service.



**HEAT'S ON**—Crewmember preheats an A5A Vigilante in nuclear aircraft carrier USS Enterprise (CVAN 65).

• In addition to their base pay, signalmen first class received \$3.00, signalmen second class \$2.00, and signalmen third class \$1.00 extra per month if they were regularly detailed as signalmen.

In 1922, a law was passed which did away with the different basic pay scales among petty officers of different ratings. That year, the pay per month of all chief petty officers became \$126



NEWEST PGM—USS Asheville (PGM 84) begins speed run during trials in Pacific.

(\$99, if it was an acting appointment). First class petty officers received \$84 a month, while second class petty officers got \$72. Third class petty officers received \$60 per month.

Among nonrated men, the rate of pay still varied greatly, according to the job being performed.—Ed.

#### Weiss Guys Are Targets

SIR: In a letter published in August, a USS Weiss (APD 135) crewmember claimed an anchoring record for his ship. Weiss dropped anchor 57 times during a deployment to WestPac.

Sorry, but USS Safeguard (ARS 25) claims that record. Safeguard anchored a total of 72 times between December 1965 and February 1966. During this period the ship conducted salvage operations and participated in Operation Double Eagle.—W. L. H., LTJG, USN.

SIR: USS Elkhorn (AOG 7) may hold no anchoring record, but we can challenge the Weiss claim. During one four-month period in the South China Sea Elkhorn moored 52 times and dropped anchor on 97 occasions.

What do the Weiss guys say to that?—B. J. B., PN2, USN.

• Probably not much. It would appear Elkhorn has the larger score, at least in respect to anchorings.

Larger, of course, is not necessarily largest. If past events are any indication, being shot down is a real danger for anyone who claims a first, a most or a biggest.—Ed.

#### Union Jack

SIR: When it comes to recruiting, we can usually answer the questions, but from time to time the local citizens

stump us with questions about naval history and customs. For instance, we were asked recently what is the origin of the Union Jack, what does it signify, and how is it used. What do you say?—J. C. G., ABF1, USN.

• The Union Jack is the union portion of the national ensign, signifying the union of the 50 states. It consists of 50 stars on a blue background, and it is always the same size as the union portion of the national ensign with which it is flown.

It flies from the jack staff from 0800 to sunset when the ship is not underway. Displayed elsewhere, it has other meanings:

• When flown from the bow of a boat, it means a diplomatic official of the U. S. is embarked to pay an official visit. It also signifies embarkation

#### Atf, Atf, Atf, Atf

SIR: Regarding the item in the July Letters to the Editor section about the correct spelling of Molala, one "L" more or less in a sister ship's name gives us little cause for concern. But it's rather disturbing to see you refer to Molala as an AFT rather than an ATF. A tip of the boo-boo to the guilty party—C. W. Roop, LT, USN.

• This certainly is a case of your catching us with our letters inverted—of that there can be no doubt. Our apologies for this typo. The guilty party has been assigned extra duty aft with the galley proofs. We shudder at the consequences if he had placed the "F" forward of the "AT."—Ed.

in a Navy boat of the naval governor of Guam or American Samoa when flown within the limits of his government.

• When flown from a yardarm, it designates that a general court-martial or court of inquiry is in session.

The origin of the term "Union Jack," like so many customs and usages of the sea, goes far back into naval history. We know we inherited it from the Royal Navy, but why that particular term is used is not known for certain.

One explanation is that the term dates back to 1606, when the English Cross of St George was combined in union with the Scottish Cross of St Andrew under King James. The king signed these documents in French as "Jacques," which came out "Jack" in English, and thus, Union Jack.

Another possibility is that, since the word "jack" once meant small, it simply meant a small flag. This explanation is backed up by the fact that King Charles II once issued a proclamation that ships of the Royal Navy fly the Union Flag as a "jack" at the bowsprit.—Ed.

#### Origin of the AM Rating

SIR: A question arose as to when my rating, Aviation Structures Mechanic (AM), was established. I think it came into being in 1948.

A friend of mine (to whom I have never lost an argument) says he saw the rating badge as far back as 1942. What does ALL HANDS say?—G. C. M., AMHC, USN.

• We are in no position to testify concerning what your friend saw back in 1942.

We can say that the rating was established by Bureau of Naval Personnel Circular Letter 40-47. Although the letter was dated 21 Feb 1947, it didn't become effective until 2 Apr 1948.

Your rating had two immediate predecessors. The first, Aviation Carpenter's Mate was established in 1921 when the Bureau of Naval Personnel was still called the Bureau of Navigation. It was followed in 1941 by the Aviation Metalsmith rating. This may have been the rating badge your friend saw.—Ed.

#### Seniority for Chiefs—Again

SIR: Perhaps you can help clarify the precedence ruling for chief petty officers as outlined in the BuPers Manual.

As an example, let's say a personnelman first class is advanced to E-7 on 16 Jun 1957, and a yeoman first class is advanced to E-7 on 16 Jun 1966.

Who has precedence?—R. G. W., PNC, USN.

• Would you believe—both?

There are two separate channels of seniority when CPOs are of different ratings, as in this case.

As a rule, the chief personnelman (because of time in grade) may go to



the head of the line but, under certain circumstances, there are times when the chief yeoman might be considered senior.

For instance, the chief personnelman would be senior in all non-military matters. He rates head-of-the-line privileges or the lead position in honorary functions by virtue of his greater time spent in the E-7 pay grade.

However, when strictly military matters are involved, the chief yeoman is considered senior even though he has less time in grade.

The YNC's military seniority is determined by the rating precedence list as shown in Article C-2103 of the "Bu-Pers Manual." Since the yeoman rating is higher on the list than the personnelman rating, the YNC is senior—but ONLY when he is required to exercise military authority over persons in ratings below his.

The sole deviation from these rulings would arise if the chief personnelman has broken service. In this case, his seniority would be based on the date his current continuous service began, or from the time he reentered the Navy.

Seniority for chief petty officers of the same rating, say two E-7 yeomen, is determined by the date of their appointments, even if their appointments were to acting chief.

The precedence rulings which define each enlisted man's seniority are contained in Article C-2103.—Ed.

#### Six-Star Admiral

SIR: I recently had a discussion with some friends concerning six-star admirals. Has anyone ever held such a rank? —R. J. M., RD1, USN.

• It depends upon your interpretation.

No admiral in the United States Navy has been authorized by Congress to wear six stars. The maximum number of stars specified in legislation are the five designated for an Admiral of the Fleet.

You may have Dewey in mind. Congress voted Admiral George Dewey the rank of Admiral of the Navy and specified that he would be the only man ever to hold that rank.

Because the rank is presumed to be unique in the U.S. Navy, the hero of Manila Bay is frequently referred to as a "Six-Star Admiral." Please note the quotation marks.

In reality, Dewey wore only the four stars of a full admiral. They were, however, distinguished by having fouled anchors superimposed on two of them. —Ed.

#### News Buoys Still Afloat

SIR: The August 1966 issue of ALL HANDS carried a letter from R. H. Normandin, AOC, USN, concerning buoys which contained newspapers and paperback books. PatRon 17 had been drop-



NEWEST ADDITION to Bennington history is role as ASW carrier (CVS).

ping the buoys near news-hungry destroyers patrolling the China Sea. ALL HANDS, in an even earlier issue, attributed the current practice to a lieutenant who was flying with PatRon 17 at the time.

In his letter, Chief Normandin said Patrol Squadron Two was doing the same thing back in 1965 thereby mak-

ing it unlikely that PatRon 17 originated the idea.

We can't let it go at that. Back in 1964, LCDR Brown of PatRon 17's Crew 12 and his boys, along with two other crews whose names we don't remember, were making these same buoy runs.

We not only dropped printed news,

**STANDOUTS**—These eight men from USS Navasota (AO 106) were awarded Navy Commendation Medals for performance as members of a damage control team that assisted the seriously-damaged USS Brinkley Bass (DD 887) earlier this year. They are (l to r) LTJG Dwight W. Pate; Charles G. Gilpin, MM1; Francis W. Scovil, EN1; Ernest W. Dodd, EM2; Stanley M. Pacheco, SF2; Richard L. Robinson, EM2; James C. Phifer, SF3; and Jackie D. Forrister, EN3. LTJG Pate also received a Navy-Marine Corps Medal for heroism. Dodd also received a gold star in lieu of a second Navy Commendation Medal.







**EASY DOES IT**—Tractor offloads dynamite from USS Stone County at Chu Lai during supply operations.

but broadcast the scores of the ball games to ships in the area. So let's hear no more talk about anyone but Pat-Ron 17 originating the news buoy idea. —J. R. I., ADR3, USN, and J. C. B., ADR2, USN.

• As we warned Chief Normandin, he'd probably hear more about news buoys. So it would appear.

Our battle-scarred typewriter con-

tinues to remind us of the adage "You're never first."

Yet it seems only reasonable that someone must have been first at one time or another. The case of the news buoys is only another example of how easy and yet, in another sense, how difficult it is to establish a starting point for almost any event.

We can't help but admire our two ADRs of Pat-Ron 17 for their assurance and confidence in their squadron.

Nevertheless, we are almost willing to bet that devices similar to the Pat-Ron 17 news buoys have been introduced before our time. Possibly by the ancient Greeks, who seem to have thought of almost everything else. And how about the 19th century whalers away from home for three or four years at a time? We'll admit we weren't there, but we have a vague recollection of hearing about casks set on then-remote islands such as Galapagos and Juan Fernandez, at which whaling ships swapped letters and newspapers.

As we have no acknowledged anti-quarian in residence, we must limit our observations to speculations such as above. However, perhaps a reader can take us back to pre-1964.—Ed.

#### Twilight Cruise

SIR: While involved in a discussion with an RMC who plans to put in his papers soon, I had occasion to refer to a BuPers Instruction which offered several incentives for men who choose to stay on active duty beyond 20. As I recall, such men were offered a five-year tour at a shore billet of their choice.

When called on to prove my statements, however, I could not locate the Instruction. Neither could the men in the personnel office.

Is the offer still good?—R. J. H., RM1, USN.

• For all practical purposes, no. Presumably you are referring to the "preferred status offer," a limited program of an emergency nature which became effective several years ago.

In certain ratings there were critical shore billets which could not be filled through the normal Seavey procedure. When the circumstances demanded, the Bureau would communicate directly with selected Navymen who had submitted their papers, offering them a specified billet ashore in return for an extension of obligated service.

As a stopgap measure, applicable only to certain men in a few ratings, requests were not solicited, requested or entertained. Today the program is used even less frequently than before.

The only similar offer is the twilight cruise, a plan which applies only to men who are completing 30 years—Ed.

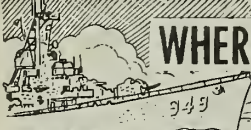
#### Anchor Chain

SIR: A question has been brought up among my shore duty shipmates which I'd like to have clarified. Why are some ships' anchor chains of different length? —W. K. V., BM1, USN

• Normally, the anchor chain is divided equally between the port and starboard anchors.

There are some experts like yourself, however, who develop a certain feel for anchoring their ship and prefer using a short chain for routine anchoring, longer lengths for special mooring problems. This variance is usually done by removing shots (15-fathom lengths of chain) from one side and adding them to the other.

Before you can make this change, you must get permission from the Naval Ship Systems Command.—Ed.



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IN LINE—Landing craft return from delivery up Cau Viet river. Below: Navyman stands ready at YFU's machine gun.

## Da Nang's Pack Boats

**W**HAT does USS *Genesee* (AOG 8) have to do with Cau Viet River? Under normal circumstances, nothing. As the Navy frowns upon running excellent ships such as *Genesee* aground, and as the river is much too shallow for ships of *Genesee's* draft, her skipper would be most indiscreet to tackle it.

Yet the river is a main supply artery used to carry fuel and other supplies to U. S. forces operating inland near the demilitarized zone between North and South Vietnam.

The U. S. Naval Support Activity, Da Nang, found the answer to the problem of the deep draft ship and the shallow draft river by using pack boats to take the load up the river.

The story of these unusual supply craft began in Da Nang harbor recently when *Genesee* and several yard freight utilities (YFUs) steamed out of the harbor for an overnight trip north.

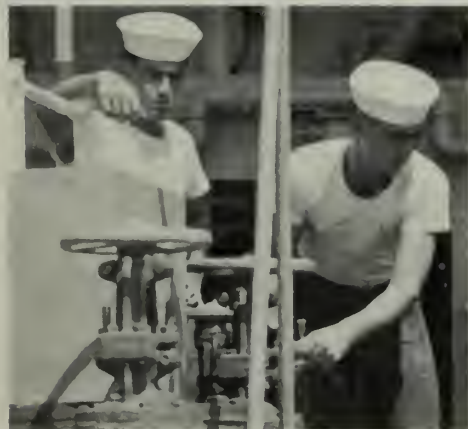
Three of the YFU's had special rubber bladders on their decks, each with a 10,000-gallon fuel capacity. When the convoy reached the mouth of the Cau Viet, the YFUs filled with aviation gas from *Genesee*.

Following three other craft loaded with food and ammunition, the YFUs headed for unloading ramps at the U. S. airstrip near Dong Ha.

The aviation gas from the big rubber bladders was pumped through a rubber pipeline to the airfield tanks.



GAS A-GOING—Crewmembers of USS *Genesee* turn on pumps to fill rubber bladders (rt.) in YFU with aviation gas.



# ..... and **SUITABLE** for

## LITHOGRAPHS IN COLOR

Here is the second group of lithographs which will be available in full color to Navy and Marine Corps activities. They were selected by Photographic Management Office, Naval Air Systems Command, from Naval Photographic Center files.

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NUCLEAR SUBMARINE USS SEADRAGON (SSN-584)

0619-000-0002



NAVY PHANTOM (F-4) IN VIETNAM

0619-000-0017



USS ARCADIA (AD-23) AND NAVY ORION (P-3A)

0619-000-0015



NAVY SKYHAWK (A-4) LAUNCHING

0619-000-0019



NAVY VIGILANTE (RA-5C)

0619-000-0013



USS SALISBURY SOUND (AV-13) AND NAVY MARLIN (PSM)

0619-000-0018



# FRAMING



USS RANGER (CVA-61), USS ENGLAND (DLG-22)

0619-000-0016



USS OZBURN (DD-946) FIRES ASROC

0619-000-0022



VERTICAL REPLENISHMENT

0619-000-0020



USS ENGLAND, USS SACRAMENTO, USS RANGER

0619-000-0012



USS ROWAN (DD-782)

0619-000-0014



OCEAN MINESWEEPERS (MSO)

0619-000-0023



REPLENISHMENT AT SEA UNDERWAY

0619-000-0021

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ALOHA LEIS awaited destroyers *USS Taylor* (DD 468) and *USS Jenkins* (DD 447) on their return to Pearl Harbor from six-month tour in the Vietnam combat zone.

## Pineapple Fleet

As of this past summer, 32 of the 36 destroyer-type ships and 23 of the 27 logistics vessels of Hawaii's Pineapple Fleet had earned the Vietnam Service Medal.

The number of awards probably increased as members of Destroyer Flotilla Five and the Pacific Service Force continued to lend support to South Vietnam's struggle.

SAR, gunfire and Market Time patrols demand the greatest effort of DesFlot 5. No less important is the task of ServPac, keeping fuel, food, ammunition and other supplies flowing to all U.S. sea and land units.

Destroyers *uss Brister* (DER 327) and *Haverfield* (DER 393), together with *Hissem* (DER 400), earned their VSMs primarily with the Market Time, engaged in suppressing the enemy's attempts at smuggling arms and ammunition by coastal waterways.

Meanwhile, sister units *uss Nicholas* (DD 449) and *Epperson* (DD 719) kept search and rescue helicopters fueled and flying over the Tonkin Gulf, ditching haven for downed U.S. pilots.

During 24 continuous days last Spring, *uss Ernest G. Small* (DDR 838) fired her guns at Viet Cong positions in support of U.S. troops.

According to DesFlot 5, most ships of this type spend 67 per cent of their time each year on WestPac tours, 80 per cent of which is spent at sea.

From the logistics standpoint, the gasoline tanker *uss Elkhorn* (AOG 7) transported aviation fuels to tank farms near Da Nang. Her shallow draft allowed passage close enough in to shore where floating hose lines could be rigged to transfer further her liquid gold to the storage areas. *Elkhorn* maintained this shuttle service from larger tankers to the shore installations for seven months.

Another tanker, *Genesee* (AOG 8), lays claim to being the first Hawaiian-based ship of her type to receive the Navy Unit Commendation Medal.

While in the combat zone, *Genesee* unloaded 9,800,000 gallons of petroleum products to the air bases at Da Nang and Chu Lai. She also assisted in building the Chu Lai airfield by pumping over two million gallons of salt water used to settle the runway.

Most of these DesFlot 5 and Service Force ships, displaying their combat medals, have returned to Pearl Harbor.

—Charles R. Eggleston, JO3, USN

## Seven Country Visit

The aircraft carrier *uss Randolph* (CVS 15) is probably in the market for a new red carpet.

The one used by this ASW Group Four flagship saw plenty of service this past summer.

The Norfolk-based carrier rolled out her carpet in seven countries where 82,000 visitors were greeted during her three-and-one-half-month cruise to Northern Europe.

These visits were made by *Randolph* and embarked Air Group 60 between scheduled antisubmarine exercises, one of which was a 30-ship, five-nation NATO operation off the coast of Norway.

Bergen, Norway, in the heart of the fjord country, was one of the carrier's ports-of-call. The others included Rotterdam, the Netherlands, one of the world's busiest ports; Hamburg, West Germany's largest city; Copenhagen, capital of Denmark; Scotland's capital city Edinburgh; Portsmouth, England, home of the British Navy; and Belfast, capital of Northern Ireland.

When the ship was open to visitors, they came by the thousands, even when *Randolph* was at anchor-age.

In Hamburg, for example, more than 35,000 persons swarmed through the ship.

Ashore, special tours were arranged for the ship's 2500-man crew to visit landmarks and points of interest in Northern Europe, an opportunity rarely experienced by carrier sailors.

They journeyed to the windmill district of Holland, to Brussels and Antwerp, Belgium, and made a two-day tour of Paris.

Many crewmembers elected to rove the ancient castles of Denmark while others rode hydrofoils from Copenhagen to Malmo, Sweden. Tours were also made to London and in the Scottish Highlands.

The largest single tour group, consisting of 331 men, was airlifted to Berlin for the Fourth of July.

There they visited Check Point Charlie, the American controlled sector adjacent to the Iron Curtain. Also, many of the touring Navymen met and talked with West Berlin's



mayor Willy Brandt in City Hall.

In addition to meeting people on these various tours, the sailors were treated to dances in six of the ports visited.

Between port visits, Randolph's at-sea operations were busy as Air Group 60 pilots logged nearly 8000 hours.

The carrier also marked her 50,000th catapult launch and her 75,000th arrested landing since her recommissioning in 1953.

### The Tablecloth Was Ruined

It's really amazing what you can figure out during a bull session in the officers' club. Nine veteran pilots of Air Transport Squadron Eight, for example, made a remarkable discovery. Between them, during their careers as Navy aviators, they had spent about nine years in the air.

As the time passed, the statistics continued to pile up.

The total flight time for the nine pilots is 83,188 hours, and the flight hour average is about 9240. Seven of them were formerly enlisted men, six were enlisted pilots.

One of the pilots has flown just about every aircraft in the Navy during his 24-year career, and another is qualified in at least 40 types of aircraft.

Top of the group in total flight hours is Lieutenant Commander R. T. Marrion, with 11,256. Lieutenant Commander L. C. Watson is a close second with 11,241 hours in the air.

The pilots of VR 8 did not want to waste all this figuring, so they have claimed a record. They consider their squadron to be the most experienced flying unit in the Navy.

### Home Port for Aquanauts

Navy aquanauts involved in the Man-in-the-Sea program now have a permanent place to dry their flippers.

A home office and training facility, the Deep Submergence Systems Project Technical Office, has been activated recently at San Diego.

The Office is equipped to furnish curricula, schedules and training facilities for present and future Navy aquanauts. In addition, it will provide engineering, research, testing, and technical services when required, and provide assistance during ocean engineering experiments.

It will also evaluate ocean engineering hardware, such as diving suits and air breathing equipment.



### Second Time Around

On the morning of 16 Apr 1966, Julius G. Shreve was promoted to chief yeoman, and he was a happy man.

He was even more delighted to receive a letter in the afternoon mail informing him he had been selected for promotion to warrant

officer as a ship's clerk.

The second promotion took place five and one-half months later. Mrs. Shreve and Vice Admiral John L. Chew joined forces to pin new collar devices on the new officer. And Warrant Officer Julius G. Shreve was happy that morning, too.

It is anticipated that training in all phases of advanced diving techniques will be available at the new office in about nine to 15 months.

### Floating From Job to Job

What goes down must come up.

That's the principle practiced by Harbor Clearance Unit One (HCU 1) in salvaging and clearing sunken craft which obstruct coastal and

river waterways in Vietnam.

A recent job undertaken by this combat salvage group was the task of raising the 439-foot ss *Baton Rouge Victory* damaged by Viet Cong mines last summer. The MSTs-chartered ship ran aground in the Saigon River after her forward holds and engineering spaces flooded.

Other salvage operations performed by the 200-man unit since



THUMBS UP—Navy frogman signals that every thing is OK as astronauts await opening of hatch after successful splashdown of latest Gemini capsule.

its origin in February 1966, include two Viet Cong trawlers and a French coastal steamer. The steamer, sunk in the Mekong River during World War II, was obstructing current naval construction in that area.

The trawlers had been VC gun runners and were sunk by U.S. forces off the coast of the Mekong delta and near the Ca Mau Peninsula.

The crew salvaged the Mekong trawler without incident. However, while trying to raise the other craft, divers were pinned down by VC small arms and mortar fire from ashore. The enemy's interest in the salvage was soon revealed after they had been beaten off by a Coast Guard cutter and U.S. air strikes. The trawler was loaded with more than three tons of arms and ammunition.

HCU 1's home base is Subic Bay, Philippines. From there clearing teams can be moved anywhere in Southeast Asia to carry out their down-up mission.

### Milk Run—Bottled TNT

There's nothing like hauling 140 tons of TNT to create a little excitement on an LST milk run. Especially when you're traveling through waters in which you may, on occasion, meet the Viet Cong.

That's how it was recently when the landing ship tank *uss Stone County* (LST 1141) pulled up anchor at the Naval Support Activity, Da Nang, and headed southward for the Naval Support Facility

at Chu Lai, in South Vietnam.

Within her hold the LST carried 450 tons of cement, many tons of lumber and 140 tons of dynamite which was delivered to the Seabee battalions in the Chu Lai area.

Aside from her explosive package, *Stone County's* cargo differed little from that normally hauled on her regular milk runs to the southern supply base.

By late summer, the LST had made 12 cargo transfers, traveling over five and one-half million ton miles (one ton carried one mile) along the six-hour route.

### Careful—Wet Paint

Some things are highly improbable—such as purple cows, or service craft that pump black oil yet remain spotlessly clean. Possible, but you don't see many of them.

That used to be the opinion of the crewmen of YO 130, formerly identified by the crew themselves as Dirty Thirty. However, things have changed; YO 130 gleams from stem to stern, and all hands *know* that service craft can look as sharp as a cruiser.

The change in 130's appearance may be attributed in large part to Craftmaster Chester R. Deeter, a former chief boatswain's mate who has recently made warrant.

Considerable credit also belongs to the crewmen whose elbow grease scraped away countless layers of old paint to enable YO 130 to show her true metal.

Fresh gray and white paint was applied topside and the pilothouse was fitted with handsome oak doors. YO 130 took a new lease on life but the facelifting didn't stop there.

Living quarters in YO 130 came in for a complete transformation, too. The crew's quarters were made as bright as white and pastel paint could make them. Tiles were laid on the deck and waxed to a mirror-like brilliance.

Neatness was encouraged by assigning each man two lockers in which to stow his gear and providing additional communal storage for dress uniforms and peacoats. A special locker was provided to keep shoes off the deck.

Electric fans were installed for the crew and Chief Deeter instituted a method of making up bunks so as to discourage soiling by oil-spattered passersby.

Overhead lighting in the crew's quarters was improved and electric hot water heaters were placed conveniently along the bulkheads. Insulation was also installed against the outer hull.

The general brightening up of the vessel also extended to the engine room where the bulkheads were covered with white enamel and the deck was painted red. Exhaust pipes were insulated to reduce engine room heat and two blowers were installed on the deck to keep the temperature down.

YO 130 carries 6500 barrels of Navy special fuel oil as she goes about her business at Long Beach refueling cruisers and destroyers. Her hoses are neatly stowed when not in use and, despite her black liquid cargo, not one drop can be seen on the deck. It might spoil the paint job.

### Welcome Home, Daddy!

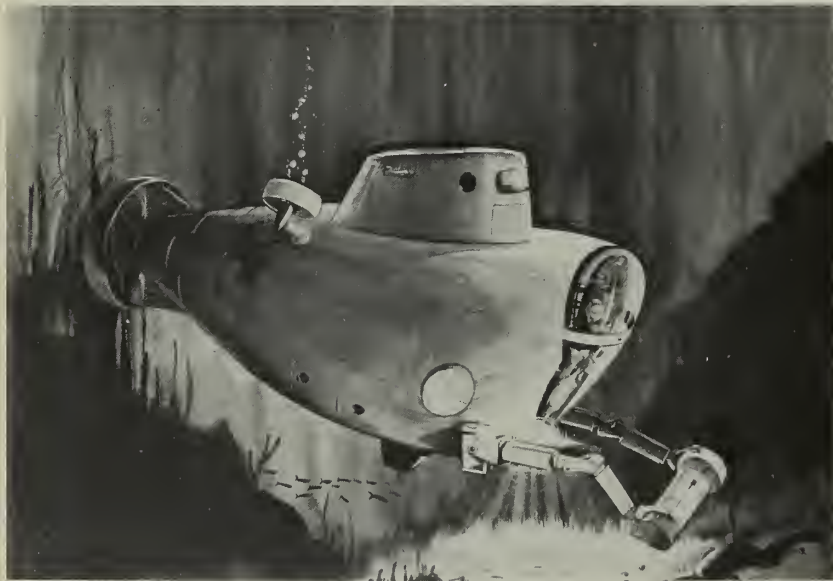
For several crews of Pacific Fleet ships and squadrons, the conflict in Vietnam is, for the present, no more than a source of endless sea stories and yarns.

After their tour on the front line—or even closer—in naval operations in the South China Sea, they've returned home.

This is the bare outline of their adventures. They'll take it from here.

• The amphibious assault carrier *uss Princeton* (LPH 5) returned to her home port, Long Beach.

*Princeton's* helicopters served a twofold mission in Vietnam—landing



DEEP-DIVING SUB now being built will have depth capacity of 6500 feet. The 25-foot-long vessel will be equipped with mechanical arms for undersea work.



troops and evacuating wounded. Her sick bay often became a mercy hospital for emergency surgery cases flown direct from the battlefield. One casualty reached the ship just nine minutes after being wounded. Altogether, 750 casualties were treated on *Princeton*, her crew donating over 400 pints of blood.

- Five San Diego-based amphibious ships: the attack transports *uss Cavalier* (APA 37), *Pickaway* (APA 222), and *George Clymer* (APA 27), together with the tank landing ships *uss Snohomish County* (LST 1126) and *Outagamie County* (LST 1073).

*Cavalier* and *Pickaway* carried supplies and replacement troops to assault units along Vietnam's coastline while *George Clymer* made her way to Chu Lai. In Chu Lai, the transport also doubled as a floating hotel for battle weary troops. She provided them with home-cooked meals, clean bunks and showers, a welcome relief from C-rations, mud-fluffed foxholes and spit baths.

*Snohomish County* left for Vietnam last January carrying a combat unit and 155mm howitzer company. She operated for 75 continuous days, with the exception of one—her 59th—when she took time to refuel and reprovision her own crew. This was *Snohomish County's* second WestPac tour within a year, as was *Outagamie County's* recent Far East cruise.

This LST delivered 12,000 tons of cargo and 600 troops along three-quarters of the Vietnam coast; eight weeks of her operations were continuous, nine weeks were spent between Saigon, Cam Rahn and the shallow water ports, Da Nang, Phan Rang and Chu Lai.

- *uss Chipola* (AO 63), to her home port, Pearl Harbor.

Nearly 35 million gallons of fuel, enough to keep 3500 autos running for 20 years, were transferred to over 300 Seventh Fleet ships by this Fleet oiler.

*Chipola's* crew also was busy with Philippine people-to-people and Handclasp projects. The oilermen donated funds toward the cost of the open-heart surgery performed on a young Filipino boy, and established a memorial fund which is helping to pay for the youngster's further treatment.

In addition, 900 health and sewing kits from Hawaii donors were transported by the oiler to Subic Bay for further transfer to South Vietnam. And, while in Hong Kong,



WHAT A GASSER—*USS Chipola* pumped nearly 35 million gallons on cruise.

*Chipola* delivered 20 cartons of clothing to a refugee center. This was the oiler's fourth Far East cruise since 1960.

- The aircraft carrier *uss Hancock* (CVA 19), to her home port, Alameda.

For seven months this carrier operated off Vietnam, her second such tour in two years.

During this last 75,000-mile deployment, over 11,000 sorties were flown from her deck by embarked Air Wing 21 aircraft. These planes delivered 16 million pounds of ordnance on Viet Cong positions both in South and North Vietnam, including the VC supply depot of Hai-phong.

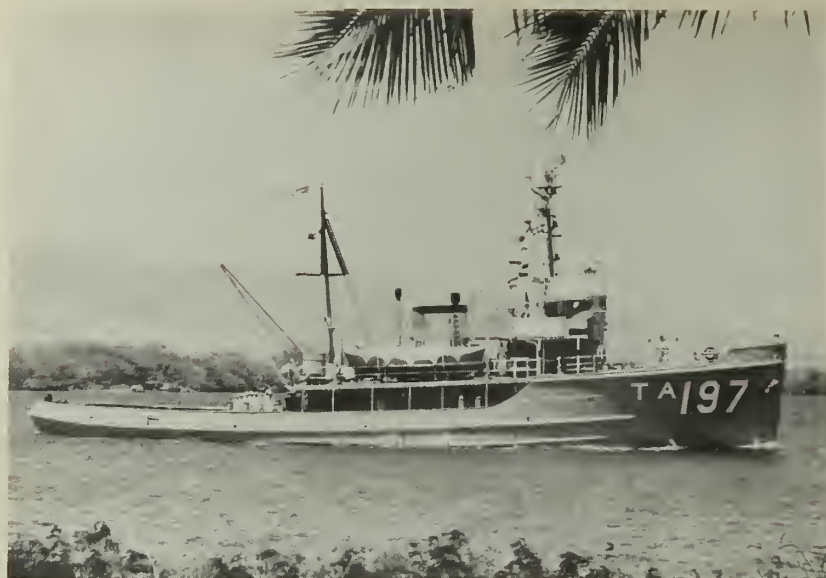
*Hancock* pilots also claim credit for downing two MIG 17 jets over the combat zone during their tour.



SHE SHALL HAVE MUSIC—Band plays welcome for arrival of *USS George W. Clymer* (APA 27) in San Diego.



HERE THEY COME—Dependents and friends swarm aboard carrier after arrival.



LONE PINEAPPLE SHIP—USS *Sunnadin* is only ship attached to Com14.

### Return from Vietnam

Snug in their stateside berths are seven Pacific Fleet Amphibious Force gators who recently returned home from Vietnam.

They are the dock landing ships *uss Colonial* (LSD 18), *Alamo* (LSD 33), and *Whetstone* (LSD 27); the tank landing ships *Henry County* (LST 824) and *Saint Clair County* (LST 1096); the amphibious command ship *Mount McKinley* (AGC 7); and the high

speed transport *Cook* (APD 130). All are homeported in San Diego except the Long Beach-based *Alamo*.

Among the ships' accounts of their average seven-month Far East tours are these:

- *Colonial* transported Marines first to Okinawa and then later ferried other forces to the Support Activities Da Nang and Chu Lai. Her itinerary also included cargo stops at ports with tongue-twisting names such as Qui Nhon, Cam

Ranh Bay, Vung Tau, Cat Lo and Nha Be.

While in Chu Lai, *Colonial* became a hotel haven for battle-weary Marines. They were provided with showers, hot meals and clean bunks, rare luxuries to jungle-fighting veterans.

As her final task, LSD 18 removed her superdeck in order to lift a 1500-ton dredge on board for transport from Guam to Subic Bay, Philippines. She then stopped at Hong Kong, Sasebo and Yokosuka before heading home.

- *Alamo* participated in many amphibious operations along the South Vietnam coastline. Among them were Operations Jackstay, Osage, Deckhouse One, Nathan Hale, Deckhouse Two and Hastings. Her home port was changed from San Diego to Long Beach in October.

- En route to the Vietnam war zone, *Whetstone* offloaded a portion of her Marines and cargo in Okinawa. She then proceeded to Chu Lai where the remainder of the Marines and their equipment was disembarked.

LSD 27's major role was as a Marine command support ship in the harbor of Qui Nhon. There she anchored for two months while her crew teamed up with ground force maintenancemen and repaired landing craft in *Whetstone's* well deck.

This job completed, she transported battle veterans to Okinawa before she chopped from the Seventh Fleet and turned her bow toward San Diego.

- *Henry County's* recent tour was her second deployment in 15 months.

During the latter nine months she delivered 17,200 tons of cargo and over 1200 troops into the combat area. Many of her shuttle runs were to shallow coastal and river bases where deeper draft ships cannot operate effectively.

In addition, she doubled as a floating artillery platform after three antitank vehicles were strapped onto her main deck. Each of these vehicles carries six 106mm guns which were fired along with *Henry County's* 40mm batteries. These bombardments delivered a sizable jolt to Viet Cong positions, reports the LST. Altogether, she fired 6825 rounds of ammunition.

- *Saint Clair County* made 20 beachings to offload cargo, primarily at Da Nang and Chu Lai. On one other trip, however, she penetrated some 50 miles into the Mekong River Delta of South Vietnam's southern interior to deliver material to the port of Can Tho.

After their rigorous eight-month workout, LST 1096's crew made liberty visits to Hong Kong and to Sasebo and Yokosuka, Japan, before leaving the Far East.

- *Mount McKinley* served as Seventh Fleet's amphibious force flagship during her six-month tour. On board were high echelon staff officers who planned the numerous amphibious landings made along the 1000-mile Vietnam coastline.



SYSTEMS ANALYSTS—Five NESEP Navymen were among Class of '66 graduates in Systems Analysis at Miami of Ohio. They are: (front) H. F. Specht, Jr., ETR2; R. K. Hughes, EM2; G. F. Richardson, FTM1; (back) W. P. Sturm, HM1; and (right) F. S. Langill, MM1. Sturm graduated with magna cum laude honors.



Ships of AGC 7's type also act as major communication links between surface and air support units and those amphibious forces which have landed ashore.

Mount McKinley's crew visited Taiwan, Hong Kong and ports in Japan before returning home.

- *Cook's* tour, her second in the past year, was somewhat different from that usually made by a troop transport. She worked closely with underwater demolition team units and assisted in making surveys of Vietnam beaches. Those surveys aided in clearing the way for U.S. amphibious assaults.

## Helo Training at Ellyson

A good way to achieve something worthwhile is to set yourself a very high goal, then strive to reach it. Helicopter Training Squadron 8, at Ellyson Field, Pensacola, seems to operate on that theory.

There's a sign outside the gate at Ellyson that proclaims "The Best Helicopter Pilots in the World are Trained Here." HT-8 strives to live up to this claim.

Potential helicopter pilots come to HT-8 from just about everywhere. There are Navy, Marine, and Coast Guard aviation cadets; student pilots from allied countries; and veteran Fleet pilots from Navy and Marine fighter, attack, patrol, and ASW squadrons, who come to gain the additional qualification of helo pilot. Senior aviators train as part of their preparation to command ships such as *uss Iwo Jima* (LPH 2) and *Randolph* (CVS 15)—ships specializing in helicopter operations.

The Air Force has trained pilots at Ellyson. They took two-week familiarization courses in the Navy-Marine UH-34G. And NASA's astronauts also receive specialized training at HT8.

All Ellyson students have one thing in common. They could fly fixed-wing airplanes before they arrived. After their first week in ground school, the students begin to fly the helicopter.

HT-8's primary helicopter trainer is the TH-13M *Sioux*. The little trainer is powered by a six-cylinder, 200hp engine, and can fly at 90 miles per hour. Under cruise power, its maximum range is 240 miles. With a crew of two and a full fuel load it can lift 250 pounds.

The student flies 20 of his eventual 52 flights in the *Sioux*. On his 12th flight he solos.

In this early training phase, the student learns to hover—hold the



JOURNEY'S END—Navy Swift boat, PCF 87, offloads from the well deck of dock landing ship *USS Comstock* (LSD 19) to join other Swift boats in Vietnam.

helicopter stationary over a fixed point on the ground. The novice helo pilot swears this is the most difficult feat in training. Like balancing a billiard ball on a broom straw.

Here too, he learns techniques such as flying backward, flying sideways, and autorotation. "Autos" are the helicopter pilot's substitute for a parachute or other method of emergency descent, in which the powerless helo flutters gently to the ground.

Twenty-eight of the astronauts have taken a special 20-hour course to familiarize them with the descent characteristics of the helo. A helicopter in autorotational descent be-

haves much like the Lunar Excursion Module of the *Apollo* spacecraft is expected to act when it lands on the moon.

All succeeding stages of training are flown in the heavier, UH-34G *Seahorse*. This aircraft uses a nine-cylinder engine of 1525 horsepower. It will fly up to 180 miles per hour. Under cruise power its range is about 400 miles, and under ideal conditions it can reach an altitude of 14,000 feet. It can lift a payload of 4000 pounds.

In this aircraft the student passes through several training stages. There is the advanced stage, which deals with problems peculiar to flight



NO PROBLEM—Chu Lai Air Base had a problem in the form of a mislocated hangar. MCB men solved the problem by picking it up and moving it 30 feet.



GREAT LAKES WAVES appear to be having a good time at training center meet.

in heavy machines; the operational stage, where he learns to fly with a maximum load, operate in rough terrain, hoist a man from the ground while hovering, operate with an external load, and operate at night; then the final stage of his training, where he learns to fly the helo by instruments.

In all, the full-time student spends 70 hours in the air while at Ellyson. When he graduates, he is now one of HT-8's "Best" helo pilots.

Does HT-8 live up to its boasts? Ask one of the fighter pilots rescued after landing in the coastal waters of Vietnam. He'll tell you.

### MCB 71 Has a History

MCB 71, notable construction battalion of World War II Bougainville, Guadalcanal, and Okinawa campaigns, has been recommissioned at Davisville, R. I.

It's the fifth of six naval mobile construction battalions formed by the

Navy in 1966.

The recommissioning took place where the original MCB 71 received its colors and training in May 1943.

Shortly afterwards, the WW II unit received its initial assignment: "Take a portion of the island of Bougainville . . . held by the enemy, and construct an airfield."

Despite constant harassment by enemy snipers and air attacks, MCB 71 completed the job in five weeks.

Then, less than five months later, the battalion moved to Pityilu Island, two degrees south of the Equator, where the Seabees built another airstrip—again in five weeks.

From here the battalion continued to hop across the southern Pacific where they built more airstrips, numerous roads, bridges, etc.

Troop quarters, messing and recreation centers, as well as ballfields, boxing rings, outdoor theaters and swimming pools were among their other construction projects.

On Easter Sunday, 1 Apr 1945, U. S. troops invaded Okinawa where MCB 71 was to build a strategic road—Route One.

They began from the southern invasion point, Blue Beach, and progressively moved toward the enemy-held part of the island in the north.

Of the two major hindrances the Seabees encountered along the way—Japanese dive-bomber attacks and torrential rains—the constructionmen probably cursed the rains most. Their equipment was of little use in the seemingly bottomless mud.

Nevertheless, MCB 71 completed Route One and kept it open. In addition, they carved a 1000-foot airstrip atop a mountain from which U. S. reconnaissance planes could operate. For these outstanding achievements, the battalion was awarded the Secretary of the Navy Unit Citation.

After the enemy was driven from his Okinawa airfields, the Seabees cleaned up the fields, rebuilt them and constructed various ground facilities. The battalion remained on the island until peace prevailed in the Pacific. It was decommissioned in December 1945.

Today's battalion, numbering about 800 Seabees, recently attended advanced schooling at Davisville and spent four weeks at the Marine Corps Base, Camp Lejeune, N. C., undergoing combat training. The constructionmen will deploy on their first recommissioned assignment this winter, possibly to Vietnam.



**LINE OF SUCCESSION**—When Commander Earl F. Rippee (right) took command of U. S. Naval Reserve Surface Division 11-35L in North Hollywood, Calif., five former COs were on hand to congratulate him. They are, from left, Captain Vinton Cerf (who commanded the division from 1951 to 1954); Captain Burl Prinz (1954-57); Captain Charles A. Mobley, Jr. (1957-60); Captain H. N. Roscmont (1960-63); and Commander David G. Karnos (1963-66). When photo was taken all of the officers were still on duty in the Naval Reserve.





Exercise in *Intrepid's* weightlifting room



Fencing by Navymen on board *USS Intrepid*



Destroyermen of *USS Towers* limber up

**SEVENTH FLEET** Navymen have been killing two birds with one stone during off-duty hours while on extended patrols. They are keeping busy and at the same time they are improving their state of physical fitness.

### Live It Up at Long Beach

Navymen at the Naval Station Long Beach no longer believe that temporary means just this side of forever. They have moved out of their temporary barracks, built in World War II, into their brand-new living quarters.

Two new barracks and a mess hall, to be precise. Each of the new barracks can accommodate 502 men. Most of the rooms are designed for four men and some two-man rooms are being used by senior personnel.

Each room is equipped with Hollywood-style beds, with box springs and innerspring mattresses, instead of the old bunk style. The rooms have two built-in desks, comfortable chairs, large windows, panel drapes, and built-in reading lamps at the head of each bed.

Each barracks has a large lounge which is separated from the living area to reduce disturbance to those sleeping. Comfortable lounge furniture with plenty of lighting provides a relaxing atmosphere in which to enjoy off-duty hours.

For those who like television, the barracks features color TV in special rooms, one located on each of the three floors. Canteen automats dish out an abundance of refreshments—soft drinks, hot chocolate, coffee, ice cream, and candy.

Sharing the limelight with the new living quarters is a food facility that can accommodate 1500 men.

The new galley features mammoth stainless steel cooking utensils, ovens, cutting-slicing machines and all of the equipment necessary for an

efficient institutional kitchen. It is designed for convenience, eye appeal, ventilation, and most important, high standards of sanitation with minimum maintenance.

Enlisted men and women will eat at attractive tables for four, replacing the well-known long table and bench arrangement. Huge floor to ceiling windows and soft fluorescent lights provide a cheerful atmosphere to enhance further the enjoyment of good Navy chow.

The new facilities are part of a Navy-wide program to improve living conditions for Navymen.

### Connie Gives Two Grand

A Filipino nursery caring for 200 children received a \$2088 check recently from crewmen in the aircraft carrier *USS Constellation* (CVA 64).

The nursery, located in Luzon, is run by a religious order which depends entirely upon donations for its maintenance. The *Constellation* check is expected to be enough to cover most of the operating costs of the nursery for a period of one month.

The day the check was presented was a happy one for all concerned.

**ADMIRAL'S TROPHY**—*USS Westchester County* (LST 1167) has been awarded the 1966 Force Commander's Personal Excellence Award and a Battle "E."



Brief news items about other branches of the armed services.



**BLASTING OFF**—Army's Lance missile is fired from self-propelled launcher during tests at White Sands, N. M.

AN EXPLODING ANCHOR which embeds itself in the ocean bottom has been developed by the Army at Ft. Belvoir, Va. It may eventually replace the heavy ground tackle of a conventional mooring point.

The experimental anchor weighs only 4600 pounds but it is said to perform as well as ground tackle weighing 33 tons.

If the anchor is successful, it can safely hold a 40,000-ton tanker under limited sea conditions while its cargo is pumped to storage tanks on shore.

The new anchor uses a fuse which features several safeguards to prevent malfunctions. The fuse's electrical components are embedded in rubber to prevent water leakage. Its circuits are designed so the fuse will not be armed until it is at least 27 feet below the water surface.

The fuse disarms itself if the anchor is brought to the

**HOT HOWITZER**—Members of 25th Infantry Division fire a 105mm howitzer in support of Army ground operations.



surface before the propellant is ignited. It also deactivates itself after misfire by draining both its battery and firing capacitor—a procedure which takes about 40 minutes.

★ ★ ★

TEST FIRING of a shoulder-fired missile launcher being developed by the Army will begin early next spring at Cape Kennedy, Fla.

Called Medium Range Antitank/Assault Weapons System, MAW for short, the weapon is expected to answer the front line soldier's need for a guided missile system light enough (27 pounds) to be carried by one man, and yet big enough to destroy most armor and other infantry targets that would be encountered on the battlefield.

MAW will replace the 90mm recoilless rifle, and will be superior to it in range, accuracy and destructive power.

MAW will be the first Army weapon system tested at the Cape since firings of the Pershing missile came to an end there in 1963.

★ ★ ★

THE COAST GUARD CUTTER USCGC *Point Grey* (82324), which was a major participant in the capture of a 125-foot trawler during a Market Time patrol, has become the first Coast Guard ship to be decorated by the Republic of Vietnam.

The action took place on 10 May. Just after midnight near the Ca Mau Peninsula about 200 miles southwest of Saigon, *Point Grey* spotted two bonfires on the beach. The cutter waited quietly for the signal to be answered.

*Point Grey* soon made radar contact with a metal-hulled ship. The cutter challenged the intruder and forced it aground.

*Point Grey* immediately came under intense fire from Viet Cong on the beach. Her crew responded with machine guns and mortar fire.

Soon other Market Time units arrived on the scene and the grounded vessel was hit, either by fire from *Point Grey* or from one of the support aircraft. The enemy ship was blown in two by internal explosions.

Salvage crews removed 15 tons of weapons and ammunition from the trawler. An estimated 80 additional tons were destroyed by the explosion. It was the first capture of a steel-hulled vessel since the Vung Ro Bay incident in 1965.

South Vietnam's chief of state presented the Vietnamese Cross of Gallantry Unit Commendation to *Point Grey*. Individual awards were given to the cutter's commanding officer and executive officer and to four enlisted crewmembers.

★ ★ ★

ANOTHER APPROACH to the problem of vertical take-off and landing capability for fixed-wing aircraft is being studied by the Army. It involves rotor blades which could be folded and stowed automatically in a recessed top section of the plane's fuselage. A preliminary design study, sponsored by the Army, has been completed by an aircraft builder.

Once airborne, with the rotor blades stowed, the



craft would become a fixed-wing plane, with an estimated capability of speeds up to 450 miles per hour.

Then, when the plane is ready to land, the rotor blades would unfold, and it would once again become a helicopter.

The contract designer reported that this combination helicopter-airplane could be made operational by the early 1970s.

★ ★ ★

IN AN EFFORT to identify positively man-made objects floating in space, the Air Force is studying a method of cataloging them according to their relative sizes and shapes.

The Air Force's approach to the problem involves the use of electronic portraits of satellite shapes culled from many radar signals bounced off the orbiting objects.

Using its Radar Target Scatter installation at Holloman AFB, New Mexico, the Electronic Systems Division of the Air Force Systems Command will take electronic measurements of some two dozen satellite models, ranging in length from four inches to nine feet.

The models are basically cones and cylinders, modified with flaring ends or rounded noses. These relatively plain shapes also will be made more complicated with the addition of fins, spikes representing antennas, and rods running the length of the body.

In identifying objects in space, which may be from 80 miles to hundreds of miles high, radar signals reflected from completely symmetrical objects are not too difficult to analyze. But irregularly-shaped vehicles which may be tumbling, present difficult problems.

There are many characteristics that have to be pinned down to identify correctly an object in space, such as body motion (tumbling, spinning, etc.); size and shape; distribution of the mass; and fine structure, such as fins, paddles and antennas.

The electronic portraits will be taken in 2000 hours of tests at the Holloman site. The models will be suspended in front of a radar and mechanically rotated to simulate spinning, tumbling, and other movements.

In this way, a precise catalog of radar returns can be built up and later applied to radar observation of orbiting objects. The ultimate goal of the project is a means of identifying an orbiting space vehicle as accurately as if the object were on the ground.

★ ★ ★

AN ARMY ON THE MOVE usually must do without fixed service club facilities. This, however, doesn't necessarily mean that soldiers can't enjoy fun and games during off-duty hours in remote areas.

At Fort George G. Meade, Md., prototype mobile recreation kits are being tested before they are sent to Army troops in Vietnam. The kits come in various shapes and sizes. One, for example, contains checker and cribbage boards, decks of plastic playing cards, dominoes and a dart board. It is designed for use by isolated troop units and is intended for do-it-yourself entertainment.

For larger and more highly organized groups, there is another kit containing a bingo set, portable public

address system, a record player and a radio. There are also musical instruments such as guitars, ukeleles and harmonicas plus a small tool kit.

For places where there is a special services mobile recreation director, there is a kit which combines all the elements of the other two, with certain additional items.

The testing procedure at Fort Meade goes into such practical problems as the durability of the plastic playing cards in a hot, humid climate and whether it is more practical to ship two smaller instruments such as ukeleles in the space taken up by one large guitar.

The Army hopes that the kits tested at Fort Meade will help the troops in Vietnam to relax from the rigors of combat wherever they are.

**UPS AND DOWNS**—Tri-Service OV-10A accelerates for takeoff over rough field airstrip at NAS Patuxent River. Undulating strip tests plane's ability to operate from small, unprepared fields. Plane is airborne at 85 knots.



# THE WORD

## Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **NAVY'S LEADING CHIEF**—As this issue went to press a board was meeting in the Bureau of Naval Personnel to choose the Senior Leading Petty Officer of the Navy. In the near future he will assume his duties in the Bureau of Naval Personnel.

The advisor will be chosen from a list of 11, all of whom were selected by the E-8 and E-9 boards when they met at BuPers this fall.

The 11 LCPO nominees are all master chief petty officers. Their names are listed below in alphabetical order.

• **Master Chief Hospital Corpsman Arthur W. Abbey, 47**, is serving as the leading chief of the NAS Barber's Point Medical Department in Hawaii.

• **Master Chief Hospital Corpsman Frederic H. Andrews, 44**, is attached to the U. S. Naval Support Activity, DaNang, South Vietnam.

• **Master Chief Boatswain's Mate Calvin L. Baker, 47**, is the leading chief petty officer of the NAS Point Mugu security department, Calif.

• **Master Chief Gunner's Mate Delbert D. Black, 44**, is chief master-at-arms at the Fleet Anti-Air Warfare Training Center, Dam Neck, Virginia Beach, Va.

• **Master Chief Torpedoman (SS) Samuel H. Bledsoe, Jr., 47**, is Chief of the Boat, *uss James K. Polk* (SSBN 645).

• **Master Chief Avionics Technician Jack E. Candland, 45**, now serves as Intermediate Maintenance Activity Leading Chief aboard *uss Constellation* (CVA 64).

• **Master Chief Gunner's Mate Peter De Hart, 52**, is chief master-at-arms in *uss Albany* (CG 10).

• **Master Chief Aircraft Maintennanceman Harold D. Noe, 42**, is leading chief petty officer of Patrol Squadron 30.

• **Master Chief Sonar Technician John L. Robinson, Jr., 48**, serves as a technical advisor and writer in the Naval Personnel Program support Activity, Washington, D. C.

• **Master Chief Boatswain's Mate Stanton R. Smith, 44**, is leading chief petty officer of the U. S. Fleet Training Center, San Diego, Calif.

• **Master Chief Boatswain's Mate Garry Vandenberg, 42**, is chief master-at-arms aboard *uss Springfield* (CLG 7).

• **WARRANT APPLICANTS**—As of next July, appointments to warrant officer will come only from the ranks of first class and chief petty officers. In addition, the maximum age for participants will be reduced to 31 years and the active naval service maximum cut to 14 years.

Also during fiscal year 1968 the Limited Duty Officer Program will be reactivated and applications solicited. Input into the new LDO program will come entirely from chief warrant officers (men) in grades W-2 and W-3 who were appointed after calendar year 1964. Those selected will receive temporary appointments to the grade of ensign, USN, beginning fiscal year 1969.

Since reinstating the warrant program the Navy has planned to provide the E-6 and E-7 Navyman with a choice between the officer programs and the senior enlisted programs. Until now, however, applications have been accepted from men serving in pay grades E-8 and E-9.

For more information see BuPers Notice 1120 of 28 Sep 1966.

### All-Navy Cartoon Contest LT Melville C. Murray, SC, USNR



"Hey, Mike, some crazy boid just landed on your side."

• **WOUNDED**—Reassignment of enlisted personnel who are wounded as a result of hostile action in, or off the shores of, Vietnam is contingent upon two major rulings. They apply to those persons who are:

• Wounded on two separate occasions which require hospitalization in excess of 48 hours for each wound.

• Wounded three times regardless of the nature of the wound or treatment required for each wound.

A recent change of policy added the three times wounded portion and states that enlisted personnel who fall within these two categories will be reassigned, and will not be ordered to serve with units in Vietnam or aboard ships or units which have been directed to move into that area.

Further, according to BuPers Notice 1300 of 15 Sep 1966, an appropriate entry stating the reason for reassignment will be made in enlisted service records.

Officers wounded under the above conditions, however, will be reassigned on an individual basis after their physical classification has been reviewed by the Bureau of Naval Personnel.

Should an individual wish to waive reassignment, he may do so by submitting a request to BuPers for consideration.

Personnel who are wounded as a result of non-battle injuries do not fall under either of the two rulings mentioned and must qualify for reassignment on the basis of completed tours or as otherwise directed.

• **NEW SURVIVAL KIT**—Navy pilots flying aircraft armed with sophisticated missile systems soon will carry an arrowhead, just in case.

The arrowhead is included in a new survival, escape, and evasion kit recently developed by Naval Air Systems Command and Commander Naval Air Force, Pacific Fleet.

Initial quantities of the improved kit have been delivered to aircrewmembers in Southeast Asia. Medical items have been improved, and other components updated to meet combat requirements in the area.

In addition to medical items, each kit contains fishing equipment, signaling devices, sewing supplies, fire starters, food rations, a compass, sunglasses, a wire saw, a combination hacksaw and knife blade, mosquito headnet, mittens, and, of course, the arrowhead.

Each item is individually packed



in a watertight container and is held in place by adhesive until removed by hand. Flexible outer containers are used instead of the former rigid containers, which were uncomfortable when carried on the person.

## 1967 Placement Annual Can Be of Great Help To Retiring Navymen

Navymen who plan to retire or to enter the Fleet Reserve during the next 12 months probably will be interested in the *College Placement Annual 1967*.

The book contains articles helpful to job-seekers and summarizes the employment needs of more than 1800 corporate and governmental employers. A cross-index also lists employers by occupation and geographic location.

The 1967 *Annual* also contains information concerning the Graduate Resume Accumulation and Distribution (GRAD) System.

GRAD is a computerized program which provides a nationwide liaison between college placement offices and employers in business, education, industry and government.

Through this liaison, college graduates who retire from the Navy are given a means of presenting without cost to themselves their resumes to a large number of employers.

To participate in the GRAD Program, you must hold at least a bachelor's degree from a four-year college or university whose placement office is a member of a regional college placement association.

There is a GRAD resume form in each *College Placement Annual 1967*, one copy of which has been sent to each ship, station and major library.

Although additional copies of the 1967 *Annual* may be obtained through the Naval Supply Depot at Philadelphia, there are not enough copies available to supply each Navymen who will retire or enter the Fleet Reserve during the next year.

Those who wish to take advantage of the GRAD System are requested to obtain a copy of the resume from the Chief of Naval Personnel (Pers G-224)—not to remove the sample resume form from reference copies.

Information concerning the *College Placement Annual 1967* and the GRAD System is contained in BuPers Notice 1740 of 26 Sep 1966.



PIPE THIS—Hydraulic systems trainer for A-7A Corsair II has show how.

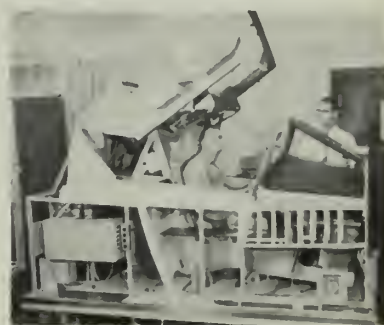
## This Working Model Will Get Workout

A working model is worth more than a thousand pictures. A lot more. Instructors at Cecil Field, Fla., are operating on that theory as they check out maintenancemen from the various attack squadrons on the new A7A Corsair II, which soon will be joining the Fleet in large numbers.

To make it easier for the trainees to learn the aircraft, a set of mock-ups has been built by the people who made it. Incorporating actual airplane parts wherever possible, the training device is made up of 21 sections, each dealing with a function of the Corsair II.

Many of the three-dimensional schematics are laid out on vertical display panels, and the trainees can see cylinders slide back and forth, the landing gear go up and down, and various lights come on when the exhibit is in operation.

One of the units is an actual cockpit, used to train the maintenancemen in operation and upkeep of the ejection seat, canopy, and other parts.

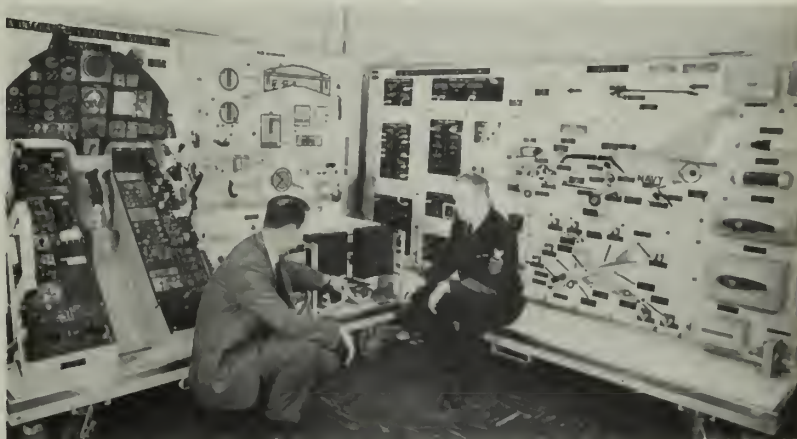


MOCK-UP of ejection seat unit makes it easier to teach Navy maintenancemen how it works.

Some of the systems of the A7A which are duplicated in the mock-ups include: landing system, integrated hydraulics, engine, automatic pilot, electronic countermeasures equipment, communications system, radar, and weapons delivery.

The Cecil Field trainer is the first of two to be delivered to the Navy. The other is to be installed at NAS Lemoore, Calif.

LOT TO LEARN—Corsair II training device is made up of 21 sections.



# THE BULLETIN BOARD

## Medicare Act Amendments Expand Benefits for Navy Dependents

**M**OST NAVYMEN know about the Dependents' Medical Care Act (better known as Medicare). It has paid many a Navy dependent's bill at a civilian hospital when no uniformed services facility was available.

The Military Medical Benefits Amendments of 1966 have enlarged the coverage of the original act. Under the amendments, more and better services are available for Navy dependents, thereby keeping uncounted dollars in Navy pockets.

Regulations covering the civilian outpatient medical care program for dependents of Navymen have been issued. Regulations for the balance of the program going into effect on 1 January, have not. This summary is based primarily on the amendments and the few implementing details presently available.

Here, briefly stated, is an enumeration of the salient points to be found in the 1966 amendments:

- For spouses and children of Navymen there are new civilian outpatient care benefits effective 1 Oct 1966 and new inpatient civilian care benefits available 1 Jan 1967.

- For retired Navymen, their spouses and children, and spouses and children of deceased Navymen and deceased retired Navymen, there are new civilian inpatient and outpatient benefits available 1 January.

- Retired Navymen are authorized care in Veterans Administration facilities at Navy expense on a space available basis.

- A program of civilian care and training for physically handicapped and mentally retarded spouses and children of Navymen is inaugurated.

- Limited programing of space is permitted in new construction of uniformed services medical facilities for retired Navymen and their dependents.

- Reserve Title III retirees, those who are retired after 20 years of satisfactory federal service, no longer are required to have eight years of active duty to be eligible for medical care.

Here are the details concerning the coverage offered dependents

(spouses and children only) of Navymen on active duty for more than 30 days, and retired Navymen and their dependents (spouses and children only).

The eligible dependents of Navymen can now (effective 1 October) receive increased civilian outpatient benefits on a cost-sharing basis. On 1 January, they will be able to get the same civilian benefits in civilian hospitals. The greatly enlarged list of health benefits authorized, on either an inpatient or outpatient basis, is similar to many high option civilian health insurance plans but you don't have to pay the premium.

There is a *deductible* feature in the outpatient plan. The amount deductible before you can be reimbursed for outpatient expenses depends on the number of dependents you have.

If you have only one dependent, you are required to pay the first \$50 for outpatient care received by the dependent from a civilian source during a fiscal year. After the initial \$50 is paid, the government will pay 80 per cent of the remaining bill and you pay the other 20 per cent.

If you have more than one eligible dependent in your family, you would not have to pay more than \$100 of deductible per fiscal year.

In this case, too, the government pays 80 per cent of the outpatient

bill after the deductible amount is paid and you pay the remaining 20 per cent.

The Navyman or his dependent must also contribute towards the inpatient costs. The rule in effect after 1 January, however, will be the same as it is now. The patient must pay \$25 plus \$1.75 per day for each day over 14 days.

Remember, only spouses and children are authorized civilian care. The Navyman must be on active duty for more than 30 days.

Only the following health benefits are authorized:

- Insulin, and drugs for which the law requires a prescription.

- Treatment for medical and surgical conditions; for nervous, mental and chronic conditions; for contagious diseases.

- Maternity and infant care.

- Diagnostic examinations including X-ray, lab, basal metabolism, electrocardiograms, electroencephalograms and radioisotope examinations.

- Dental care as a necessary adjunct to medical or surgical treatment.

- Ambulance service and home calls when medically necessary.

- Rental of durable equipment, such as wheelchairs, iron lungs and hospital beds.

- Artificial limbs and eyes including initial issue and fittings, repair and adjustment.

- Routine physical examinations and immunizations, but only for dependents who are to travel outside the United States under orders because of the Navyman's duty assignment.

- Services of doctors of medicine, doctors of osteopathy, doctors of dental surgery, doctors of dental medicine, doctors of surgical chiroprody and Christian Science practitioners.

- Services of nurses when authorized by a doctor or practitioner.

- Services of persons in the sciences allied to medicine when ordered by a doctor.

When the services of a qualifying physician are used, you can also be

All-Navy Cartoon Contest  
William R. Maul, CTC, USN



"Say now, that's something I've always wanted to try . . . a chocolate mashed potato sundae!"



reimbursed for the services of persons specializing in medically allied sciences and for the service of a private duty nurse (including Christian Science nurses).

To make certain there are no misunderstandings concerning coverage, here are some services which are not covered by the 1966 amendments.

- Routine physical examinations and immunizations except when your family is under orders to travel outside the United States.

- Routine care for the newborn and well-baby care.

- Eyeglasses or examinations for them.

- Hearing aids and orthopedic shoes or prosthetic devices other than artificial limbs and eyes.

- Dental care except when necessary to medical or surgical treatment.

Qualifying dependents have free election to obtain civilian outpatient care. Nonavailability Statements are not required. The rules currently in effect for inpatient care will remain unchanged.

Expenses connected with dependents' medical care will be paid by civilian companies and organizations which are generally active in the field of civilian group health.

In the United States and Puerto Rico those companies that make payments to physicians, called physician's contractors, will also reimburse Navymen and their dependents for any amount owed by the government which they have paid.

The 1966 amendments now permit programing of space in uniformed services facilities for retired members and their dependents in areas where there is an expected large concentration of retired members, a future scarcity of civilian facilities, and there is a need for such patients to support a teaching and training program.

A change was also made in the definition of eligibility for certain retired Reserves. The completion of eight years of active service is no longer necessary for retired Reserves with 20 years of satisfactory federal service (Title III retirees). These and their dependents may receive care at both uniformed services and civilian facilities on the same basis as other retired members and their dependents.

A civilian program for mentally

retarded and physically handicapped dependents of active duty personnel also will be started on 1 January.

Care for physically handicapped or mentally retarded children and spouses of Navymen will be given in public or private non-profit institutions with the member paying a share of the cost.

The share will be based upon a scale ranging from \$25 per month for the lowest pay grade to \$250 per month for the highest. The government will normally pay no more than \$350 a month. However, if more than one child from the same family is involved, this amount will be increased.

#### Effective 1 January

Beginning 1 January, a new program of civilian medical care will become effective for retired Navymen, their spouses and children, and the spouses and children of deceased retired Navymen.

Both inpatient and outpatient care from civilian sources on a cost-sharing basis will be offered.

Inpatient care in civilian hospitals will cost the patient 25 per cent of the total charges. The rule for outpatient care is similar to the one for care of dependents of Navymen. The patient pays the first \$50 (or \$100 per family) deductible per fiscal year. After the deductible is

## NOW HERE'S THIS

### Aviation Safety Awards

The 1966 Admiral Flatley Memorial Award winners are USS Franklin D. Roosevelt (CVA 42), Bennington (CVS 20) and Okinawa (LPH 3). The award is given for superior performance in aviation safety. It is presented each fiscal year to one CVA, one CVS and one LPH.

Other nominees this year were USS Coral Sea (CVA 43), Essex (CVS 9) and Valley Forge (LPH 8). USS Soratogo (CVA 60), Shongri La (CVA 38) and Constellation (CVA 64) were ineligible for competition due to the limited number of landings recorded.

All Flatley Award nominees have outstanding safety records, so the final decision often involves other considerations as well. Two years ago, for instance, Okinawa had a near-perfect record but was edged out of the competition by USS Iwo Jima (LPH 2) which had an equally good record but more night landings.

At the time the Flatley Award winners were listed, the Chief of Naval Operations announced that 64,000 more carrier landings were

made in fiscal year 1966 than in 1965. During the same time, the landing accident rate decreased 22 per cent.

Each of the Flatley award winners will receive a trophy which will be retained on board for one year, then passed to the 1967 victors. When the trophy is transferred, it is replaced by a replica and a citation from the Chief of Naval Operations.

The CNO Safety Award, which also recognizes outstanding efforts to achieve aviation safety, is presented each year to aircraft squadrons which maintain the best safety records.

CNO Safety Award winners in NavAirLant were Fighter Squadron 11, Attack Squadron 36, Reconnaissance Attack Squadron Seven, Fleet Composite Squadron 10, Helicopter Antisubmarine Squadron One and Patrol Squadron 10.

In AirPac the top units were Fighter Squadron 213, Attack Squadron 192, Attack Squadron 165, Air Antisubmarine Squadron 23, Carrier Airborne Early Warning Squadron 13 and Patrol Squadron 17.

Winners in the Naval Air Training Command were Helicopter Training Squadron Eight, Training Squadron 31, Fighter Squadron 701, Air Antisubmarine Warfare Squadron 661, Air Transport/Fleet Tactical Support Squadron 871, Helicopter Antisubmarine Squadron 892.

Winning units of the Fleet Marine Force, Atlantic, were Marine Attack Squadron 324, Marine Light Helicopter Squadron 261 and Marine Aerial Refueling Squadron 252. FMF Pacific winners were Marine Fighter Attack Squadron 542, Marine Attack Squadron 223 and Marine Observation Squadron Six. Winning squadrons in the training command were Marine Fighter Squadron 511 and Marine Light Helicopter Squadron 769.



paid, the patient pays 25 per cent of the balance and the government pays 75 per cent.

The retired Navyman and those others listed above lose their eligibility when they reach 65. Medical care at that age is shifted to Social Security. The law also forbids any payment for a health benefit also payable under another health or insurance plan provided by law or through employment.

The same types of health care authorized for dependents of active duty members are also authorized for retired members and those others listed above.

Dependent parents and parents-in-law may not receive care from civilian sources.

As of 1 January, the use of Veterans Administration hospitals is also authorized for retired members who will be sponsored and paid for by the Navy. This use would be only on a space available basis.

Only dependents who have serious physical handicaps or moderate or severe mental retardation may receive care under this program.

When authorized, however, care will include diagnosis, inpatient, outpatient or home care, training, rehabilitation and special education, institutional care and transportation to and from facilities and institutions where such care is given.

## Save Your Bills

There are two points you should remember in connection with outpatient care for your dependents from civilian sources:

- Save all your outpatient bills so you can prove the deductible amount has been paid.

- Remember that reimbursement is on the basis of the fiscal year (1 July to 30 June) and not the calendar year (1 January to 31 December).

The 1966 amendments, except for the new Title III Reserve retirees eligibility, do not affect the eligibility of retired men, or of dependents of Navymen, and deceased Navymen for care in inpatient of outpatient service facilities. Such care is still available subject to the availability of space and the capabilities of the staff.

- Inpatient civilian care is also still available until 30 December under the law as it was before the amendments. This benefit is limited, however, to spouses and children of

the active duty Navymen.

To refresh your memory, the following persons qualify as dependents of Navymen or retired Navymen:

- The wife or unremarried widow.

- The husband if he depends on his wife for more than one-half of his support.

- The unremarried widower if, because of mental or physical incapacity, he depended upon his wife for over one-half of his support at the time of her death.

- An unmarried legitimate child, including an adopted child or a stepchild, who has not reached 21.

- An unmarried child 21 or 22 who is enrolled in a full-time course of study in an institution of higher learning and is, or was at the time of the member's death, dependent upon him for over one-half of his support.

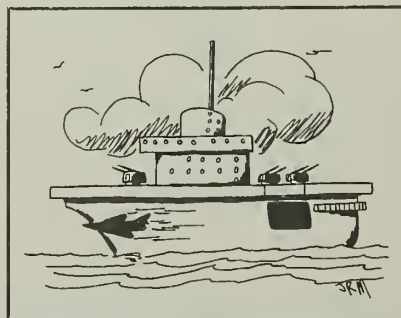
- Parent or parent-in-law who is or was, at the time of the member's death, dependent upon him for over one-half of support and residing in a dwelling place provided or maintained by the member.

## Atlantic Reserve Fleet Transferred to CNM

The duties formerly held by Commander Atlantic Reserve Fleet have recently been transferred to the Chief of Naval Material. Administrative functions will be exercised through Commander Naval Ship Systems Command at Washington, D. C. The Atlantic Reserve Fleet formerly was administered from New York.

The functions of the Reserve Fleet Groups at Portsmouth, Va., Philadelphia, Pa., and Orange, Texas, were assumed by newly created shore activities in the same cities.

All-Navy Cartoon Contest  
James R. Metcalf, SN, USN



"Control to pilot . . . make your next pass a bit higher."

The new shore activities are now called Naval Inactive Ship Maintenance Facilities and each has an officer in charge.

The new facilities will provide for the inactivation, security, maintenance and activation of naval ships.

## List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*The Russians are Coming* (WS) (C): Comedy; Carl Reiner, Eva Marie Saint.

*Ride Beyond Vengeance* (C): Melodrama; Chuck Connors, Michael Rennie.

*That Man from Button Willow* (C): Western Cartoon; Dale Robertson, Edgar Buchanan.

*People in the Net*: Mystery Drama; Hannes Messemer, Johanna von Koczian.

*Those Magnificent Men in Their Flying Machines* (WS) (C): Comedy; Stuart Whitman, Sarah Miles.

*Cast a Giant Shadow* (WS) (C): Melodrama; Kirk Douglas, Senta Berga.

*Fantomas* (WS) (C): Comedy; Mylene Demongoet, Louis De Funes.

*13 Days to Die*: Mystery Drama; Thomas Alder, Horst Frank.

*A Scragging Summer* (WS) (C): Musical Drama; James Stacey, Mary Mitchell.

*LT Robin Crusoe, USN* (C): Comedy; Dick Van Dyke, Nancy Kwan.

*The 10th Victim* (C): Comedy Drama; Marcello Mastroianni, Ursula Andress.

*Stop the World I Want to Get Off* (C): Musical Drama; Tony Tanner, Millicent Martin.

*Tarzan and the Valley of Gold* (WS) (C): Drama; Mike Henry, Nancy Kovak.

*This Property is Condemned* (C): Drama; Natalie Wood, Robert Redford.

*Three on a Couch* (C): Comedy; Jerry Lewis, Janet Leigh.

*Duel at Diablo* (C): Western; James Garner, Sidney Poitier.



# Results of SecNav Task Force Recommendations: Interim Report

ON 14 FEB 1966 the results of the SecNav Retention Task Force findings were published in SecNav Notice 5420. Thus the 115 approved items in the Alford Report were ready for the second phase of the task assigned by the Secretary in his 1964 charter to the Task Force, that of implementation of approved recommendations.

Today there is no longer an Alford Task Force. The admiral is COMCRUDESFLT Two in Newport, R. I. However, selected members of the original Task Force, including Rear Admiral C. D. Nace, moved to the Bureau of Naval Personnel where they continue to function as Pers-13—a choice of numbers which will further erode the old superstition.

Pers-13 first developed a comprehensive program management plan for each recommendation, similar in principle to the plan used in the *Polaris* Program. This plan was formulated with the assistance of the various commands, bureaus and offices which would be responsible for the actual implementation of each program. Then the completed plan was issued as a master directive, at which time the real business of implementation went into high gear.

The duties of Pers-13 included keeping tabs on the progress toward implementation of the items. In recent months the file of completed recommendations has been growing.

To date 23 points of the report have gone into effect, and by the time this issue reaches the Fleet several more will have been added to the list. A number of projects are scheduled for completion in 1967 and the outlook continues bright for the implementation of those items planned for 1968 and beyond.

## Enlisted Distribution

While the report itself was not released until February 1966, a major step along the lines of the recommendations was made by BuPers Notice 1306 of 16 Nov 1965. Publication of the directive coincided with recommendations 16, 17, 18 and 19. They were:

No. 16—Eliminate the active duty base date as a requirement for determining Seavey eligibility, and base requirements solely on time served on arduous sea duty.

No. 17—Modify the eligibility re-

quirements for overseas duty to permit assignment to duty regardless of dependency status.

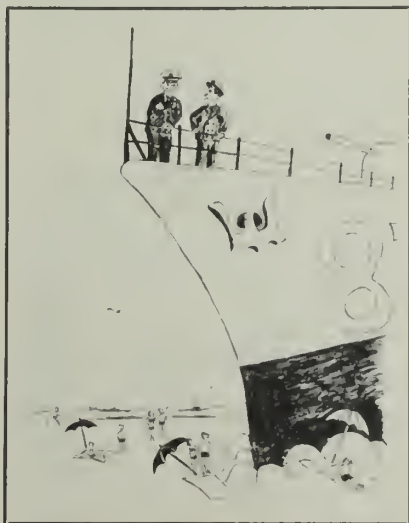
No. 18—Order personnel to all duty classified as preferred sea duty in a manner similar to that in which men are ordered for specific tour lengths to overseas and CONUS shore duty billets. When feasible, expand this program to include all types of sea duty.

No. 19—Vest in the Chief of Naval Personnel the sole responsibility for determining and designating the various types of duty for rotation purposes; under his direction develop criteria for, and establish, a list of all ships, units and activities that are either sea duty or shore duty for rotational purposes.

The import of the Notice was explained in *ALL HANDS* (see "Major Revision to Seavey-Shorvey System Will Interest You," page 48, January 1966). There were significant changes to the distribution system, including the establishment of a more equitable formula for sea-shore rotation.

Preferred sea duty billets, formerly credited as time afloat, were reclassified as neutral time and tours served in such positions ceased to count toward Seavey eligibility. As a result BuPers may now provide a reasonable and predictable balance between arduous sea duty and shore duty for each career Navyman.

All-Navy Cartoon Contest  
ENS Dale C. Behse, USNR



"Does this mean I'll be taken off the OOD list?"

Desirable overseas shore billets which allow three- or four-year accompanied tours were reclassified shore duty, thus opening more opportunities for slow-rotating ratings. Many CONUS jobs were designated "G" billets (which do not require a man of any particular rating), further increasing the available shore duty for men in "tight" skills.

In recent months two additional recommendations which pertain to enlisted distribution have gone into effect. They are:

No. 21—Redesignate selected enlisted TAR billets as USN billets, to be filled to allowance by men of appropriate deprived ratings to improve sea-shore rotation for these ratings.

No. 22—Establish assignment to sea duty as a goal for all non-school designated recruits immediately after recruit training, and assignment to sea of "A" school graduates (SAs and FAs) on completion of school training. Where this is not feasible, insure that these men serve at sea later in their first enlistment.

Recommendation number 21 was put into effect on 14 Apr 1966 with the publication of BuPers Instruction 1220.31. Number 22 was implemented by a change to the *Enlisted Transfer Manual* which required that all class "A" school graduates who are ordered to shore duty directly from school must be reassigned to sea for a minimum of 14 months during their first enlistment.

## Opportunity for Commissioned Officers

Several of the completed Task Force recommendations are of interest to naval officers. Two items, both of which pertain to education, were effective before the official publication of the report. They were:

No. 6a—Continue to assign the maximum number of qualified officer applicants to the Undergraduate Education Program, using civilian colleges or universities to meet billet requirements in excess of those available at Monterey.

No. 6b—Establish a degree completion plan to enable officers to complete their baccalaureate degree requirements, of one year or less, at a civilian college or university.

In recent months two more recommendations which will affect

career officers have been implemented:

No. 5—For more effective management pending enactment of the proposed Bolte legislation, utilize the non-continuation provisions of Title 10, U.S. Code 5734 with continuation boards convened for rear admirals at five- and 10-year service points, and non-continue approximately 50 per cent and 100 per cent of rear admirals at these points respectively.

No. 10b—Stress stimulation of career motivation in the midshipman program.

In reference to recommendation number five, the first non-continuation board is scheduled to meet in 1967. It will screen the first group of a five-year phase-in plan for screening flag officers with 30 years' commissioned service and five years in grade. The second recommendation, that dealing with the midshipman program, was implemented in June 1966.

## Prestige and the Petty Officer

Early in 1966 three of the four items in Recommendation No. 60 became effective.

No. 60a—Establish a standard and meaningful character to the ceremony of advancement to (and within) the petty officer grades, providing for the oath-administering officer to read aloud the sections relating to increased responsibilities and the Navy's reliance upon the man's service as a petty officer, and calling for the enlisted man advancing to repeat his acceptance aloud before signing the Petty Officer Appointment Form.

No. 60b—Revise uniform regulations to make provisions for bag inspections for enlisted personnel applicable only to pay grades E-1 through E-4.

No. 60b—Revise the customs for formal oral address, including the introduction of enlisted men, and for written address, to provide for addressing petty officers (except E-7, E-8 and E-9) as "petty officer . . ." and non-petty officer grades as "Seaman . . .", "Fireman . . .", etc, instead of addressing these groups by their last names only.

BuPers Inst. 1430.7D, change transmittal seven, published in April 1966, required that men being advanced to or within the petty officer grades accept appointments orally.

BuPers Notice 1020 of 11 Apr

1966 deleted the requirement for bag inspection for all petty officers. Today, while all Navymen are responsible for maintaining a full bag, only those men E-1 through E-4 are subject to bag inspections.

BuPers Notice 1000 of 21 Jun 1966 revised the accepted form of formal address to conform with recommendation 60d. For more information see ALL HANDS, November 1966, page 56.

Only one item remains uncompleted in Recommendation 60, but it may well be implemented before this issue reaches the Fleet:

No. 60d—Establish a billet for the "Leading Chief Petty Officer of the Navy" and establish additional billets for "Senior Chiefs" in Fleet and type commands and between district staffs. Provide for a "direct dialogue channel" between enlisted personnel and the LCPO.

The selection process which will choose the LCPO is nearing the final stages. The master chief selection boards, which met early this fall, nominated 11 master chief petty officers for the new billet. The LCPO will be chosen from among the 11 by the Chief of Naval Personnel.

## Educational Opportunities for Enlisted Men

Several completed items present possibilities for the enlisted man who seeks to further his formal education. They are:

No. 27—It is recommended the Navy accept the over-all concept of an Enlisted Career Education Plan.

No. 28—Establish the goal of an Associate Degree as a desired level of educational attainment for Navy

career enlisted personnel and promulgate as official Navy policy.

No. 36—Reenforce and amplify the STAR (Selective Training and Retention) Program.

The implementing instruction for recommendations 27 and 28 is OpNavInst 1040.4, published 18 Aug 1966. BuPers Inst. 1133.13C, published in May 1966, put number 36 into effect.

The coordinated Enlisted Career Education Plan is intended to compare with civilian programs and to compete with opportunities in civilian life and thereby influence the selection of the Navy as a career. It integrates current Navy educational and training programs, self-study and participation in civilian educational programs of one or two years' duration.

In connection with the Associate Degree section of the career education plan, the Navy recently launched a pilot program, sending 75 petty officers to junior college to achieve an associate degree. For details see "Pilot Program: Junior College for Enlisted Men," ALL HANDS, October 1966, page 57.

The increased emphasis on the STAR program is expected to lead to increased participation by junior enlisted men, who will receive guarantees of assignment to certain schools in exchange for a commitment to serve a total of seven years on active Navy duty.

## A Better Life for the Navy Family

Recommendations No 50, No. 53 and No. 72, all three of which have been completed, can be expected to increase the desirability of Navy life from the family point of view.

Item 72 will bring a distinct improvement in the medical care available to Navy dependents:

No. 72—Seek modification of the Dependents' Medical Care Act to provide comprehensive inpatient and outpatient care, including care for nervous and mental disorders of dependents and retired Navymen.

The required legislation has been passed by Congress, signed by the President, and became effective on 1 Oct 1966. Under the new rules civilian medical care is available to service families in accordance with a plan similar to that offered by high option civilian health insurance plans.

For the complete word on the new

All-Navy Cartoon Contest  
LT Melville C. Murray, SC, USNR



"Don'cha think it still needs a pinch of marjoram?"





"He couldn't find his basun's pipe this morning."

Medicare plan, see roundup on page 46, this issue.

Recommendations No. 50 and 53 will increase the flow of information to Navy families:

No. 50—Reestablish a Dependents' Section in CHINFO with responsibility for emphasizing information flow to Navy wives and families. Use volunteer services of Navy wives, including the recently formed "Wifeline" organization.

No. 53—The Task Force recommends the establishment of family service centers at Navy shore stations with major emphasis on areas of Fleet concentration, to assist new arrivals or persons with special problems in obtaining the personnel services that they require.

Recommendation No. 50 became effective on 25 May 1966. No. 53 went into effect with the publication of OpNav Inst. 1740.1 in July 1966.

For additional information concerning the new Family Services Centers, see: "New Duty Station? Stop in to See the Family Services Center," ALL HANDS, October 1966, page 60.

#### And Here's More

Of the five remaining items on the completed list, two are of an operational nature, two concern professional dignity and the last pertains to an increase in the household effects weight allowance. They are:

No. 54—The Task Force recommends that LantFlt monitor and evaluate a PacFlt test of Fleet Competitive Scoring procedures with a

view to early adoption of improvements revealed, including those features which reduce shipboard workload.

The evaluation was completed in August 1966.

No. 82b—Make maximum use of computers to plan Fleet operating schedules as rapidly as possible.

Details of the recommendation have been withheld for security reasons, but the item is listed in Pers 13 as completed.

No. 51b—Delegate to commanding officers of ships and units the authority to certify eligibility for the Armed Forces Expeditionary Medal and the Vietnam Service Medal.

Commanding officers were given such authority by SecNav Notice 1650 of 3 Mar 1966.

No. 59—Assign to the Naval Inspector General the responsibility for conducting a continual review of all Navy policies, directives and procedures, and the implementing thereof, with a view to identifying and eliminating those which unnecessarily demean the dignity and

#### Personal Affairs Data Needed to Help Family While You Are Overseas

If you have received orders to a ship or unit due to head for Southeast Asia (or, if you're already there) you might ask yourself a couple of questions about your personal affairs. For instance:

- Is my Record of Emergency Data up to date?
- Have I executed an appropriate power of attorney?
- Have I arranged for a monthly allotment for my wife which is sufficient for her immediate needs if something should happen to me?
- Have I made a will?

If your answer to any of these questions is no, perhaps you should look a bit further ahead.

The Chief of Naval Operations has directed all commanders to stress the importance of these advance arrangements to personnel under their command, particularly those ordered to combat zones.

In recent months, there have been instances where the Navy had difficulty in assisting dependents of casualties and captured or missing personnel, simply because the man had not made advance preparation.

See your legal assistance officer.



"We'll have that bloody nose stopped in no time."

status of Navy personnel. Areas for initial consideration are: (a) Impediments to access by Navy personnel to rights of correspondence through channels and rights to take advantage of Request Mast; (b) the conduct of administrative searches afloat and ashore; (c) practices which challenge the word of an officer; (d) clarity drive practices which deviate from the Navy policy that response to such drives be voluntary.

The Navy Inspector General assumed the responsibility after the publication of OpNav Notice 5040 of 8 Jul 1966.

No. 71a—Increase household effects weight allowance by 250 pounds for E-4 through O-2 for each dependent over two in number.

The increase was obtained in September.

#### And More to Come . . .

A number of recommendations may be expected to reach completion within the next few months. As they become effective, they will be reported in ALL HANDS.

A few items which merit special attention are:

No. 42—Raise cost limitations of family housing.

No. 52—Revitalize military standards of smartness and cleanliness in the Navy for formulation, dissemination and insuring uniform enforcement of a codified set of standards.

No. 15—Expand rating control to include all rates and ratings. Increase the officer and enlisted personnel necessary to carry out this program in the Bureau of Naval Personnel.

No. 23—Expand the "contract messman" program (civilian mess cooks) to include all shore activities.

## NFO and NRFC: They Are Interested in Your Fiscal Well-Being

THE FAMILIAR—and highly welcome —“Pay Call” over the ship’s loud-speaker system can safely be said to take precedence over other popular calls of the sea, even “Liberty” or “Mess Gear.” In fact, pay call—afloat or ashore—has aroused feelings of anticipation in the hearts of Navy men wherever they are.

Pay call is an essential preliminary step to leave, liberty and recreation. It also means paying the rent, making another payment on the car, and other happy occasions. Except for the folding green involved, you probably haven’t given the subject much thought, but there’s a lot of work involved, and a sizable number of people required to make it possible for you to draw your pay regularly and on time.

Disbursing offices are always working under pressure. They must meet close deadlines, preparing for pay day every two weeks, while at the same time carrying on the daily business of settling claims, making special payments, effecting discharges and reenlistments, and performing a great variety of other disbursing tasks.

Keep in mind that these countless disbursing transactions involve paying out Uncle Sam’s cash and that the law requires every penny to be accounted for—EXACTLY: That is, no profit and no loss, for you or for Uncle.

Add to this the ever-present urgency of the business of a disbursing office in paying you on time, and the vast amount of paperwork which is required by law or regulation, and you begin to get some idea of how much work goes into paying your claims and your pay.

The next time you visit the pay office, look about and try to picture yourself in the pay clerk’s spot, wading through all those papers, and surrounded by those big disbursing manuals.

Each piece of paper, of whatever size, shape or color, has its significance because it represents dollars and cents in pay and/or allowances to you or your shipmate.

All disbursing offices have much the same problems in proportion to the number of people served, and the nature of services rendered. The problems of a destroyer may not be as numerous as those of an aircraft

carrier, but relatively speaking, they amount to the same because the small ship has fewer disbursing people to carry on the work.

The average shore station generally has more work to do with the same number of pay records because, as a rule, more individual pay actions take place ashore than afloat.

Let’s take a look at Navy Finance activities. It is the NFOs and NRFCs which usually have the biggest disbursing job of all because, in addition to handling a large number of active duty accounts, they serve a multiplicity of commands, each originating its own pay record orders. They also discharge and reenlist many personnel, serve large numbers of transient personnel in a leave or travel status, and settle claims. At one of the large NFOs, for example, some 185 separate commands are served, involving in excess of 15,000 active duty accounts. This NFO disburses an average of well over \$7,000,000 per month in pay and claims.

NAVY FINANCE OFFICES have an interesting history. They had their origin in the “Receiving Ship” or “Receiving Station” organizations of yesteryear. These activities served as receiving, processing and distribution points for personnel, including those for discharge and/or reenlistment. The pay office attached to

the receiving ship or station was an integral and very important component of the activity.

There actually were “receiving ships” in service, though usually they were pier-bound. Many of these ships had an illustrious history of naval service. Probably the most famous of these was “Old Ironsides,” *uss Constitution*, which served as a receiving ship at Portsmouth, N. H., between 1881 and 1897.

The fifth *uss Boston* served for many years as a receiving ship at Yerba Buena Island (formerly Goat Island) in San Francisco Bay. Still another ship, *uss Reina Mercedes*, had the distinction of serving in the navies of two countries.

*Reina Mercedes* was a ship of the Spanish Navy, and participated in the battle of Santiago Bay, Cuba, in which she was sunk. The U.S. later raised her and, as a prize of war, she was refitted and commissioned in the U.S. Navy.

*Reina Mercedes* served as a station ship at the U.S. Naval Academy for many years until recently, when she was sold for scrap.

Many of the current crop of Navy old-timers will recall other receiving ships, such as the “Mud-Bound Maru,” *uss Rigel* (AF 58), Receiving Ship, San Diego. Receiving ships went out of style shortly before World War II. Receiving stations continue to exist today, at New York, Norfolk, Treasure Island and other places.

Toward the close of World War II there were a vast number of individual disbursing offices in operation at shore installations in the U.S. Many of these served only the single command to which they were attached and were often located adjacent to one another. It became apparent that this was uneconomical in terms of money and manpower.

Also, with the end of hostilities, demobilization was the order of the day and often included the very disbursing personnel so essential for handling money matters upon separation.

SOMETHING had to be done, and quickly.

The answer was separation centers strategically located at various points in the United States, wherein a concentration of experienced clerical

All-Navy Cartoon Contest  
David E. Cockrum, YN3, USN



“I think he’s had too much Shore Patrol duty!”



personnel was made possible from the pool of available manpower, geared to perform a mass operation.

The pay office was still an organizational component of the separation center, and was staffed predominantly with military personnel. Gradually, some of the military were replaced by civilians, many of whom were former DKs.

Beginning in early 1945, some of these separation center disbursing offices were redesignated Navy Accounts Disbursing Offices, the mission of which was to maintain the accounts of military personnel attached to commands within the naval district, pay transients, discharge and reenlist personnel, settle claims, pay civil rolls, and maintain the pay records of Naval Reservists in organized pay units.

At least one NADO was established in each naval district. The mission and location of NADOs have changed little over the intervening years, although their names have been changed to Navy Finance Offices, and some have been incorporated into NRFCs—Navy Regional Finance Centers, and NFCs—Navy Finance Centers.

Today there are 11 NFOs in operation, including one in Guam and one in Yokosuka, and eight military pay departments in NRFCs and NFCs. In the aggregate, these offices maintain over 230,000 active duty accounts—more than 30 per cent of all active accounts in the entire Navy. (The 100,000 plus Naval Reserve drill accounts are now maintained on a computer by the Navy Finance Center, Cleveland.)

**WHAT DOES AN NFO OR NRFC DO?**

Today's NFO and the military pay departments of Navy Regional Finance Centers are highly efficient Navy disbursing facilities, staffed with competent military and civilian personnel, and dedicated to the task of providing efficient, timely and economical disbursing service.

In addition to maintaining pay records and performing a variety of other Navy disbursing functions, each month these offices pay some 50,000 travel claims, process about 6500 discharges, retirements and reenlistments, and effect over 500,000 individual payments totaling approximately \$52,000,000. This is big business by any standard. The present trend of economy, here as else-

All-Navy Cartoon Contest  
James R. Metcalf, SN, USN



"Well, Captain, you can't expect a man to remember everything! I mean, I just forgot my hat!"

where, has made it necessary to reduce the number of personnel employed in NFOs. The workload, however, has not decreased in the same proportion; therefore, new methods and techniques in machine use have been applied and are being applied, just as high cost of labor has forced industry to turn to automation.

Mechanization in NFOs, coupled with constantly improving office techniques, has been used with great success, resulting in greater accuracy of payroll maintenance, increase in volume capability and faster delivery

### Rental Housing

Navymen who anticipate future use of Navy rental quarters will be interested to know that the cost, in some areas, has been reduced.

The Military Construction Act for Fiscal Year 1967 provides that rental for family quarters designated other than public quarters may not exceed 75 per cent of a man's BAQ allowance.

The law also provides an exception to this rule—that more than 75 per cent of the BAQ can be charged if the additional amount is needed to maintain and operate the housing.

Navymen now occupying Navy rental housing in areas where the cost of civilian housing is high have found little, if any, change in their rent bill. Those in areas where operating and maintenance costs are lower, however, experienced some relief from the high cost of living.

of the end product, namely, your pay check.

Payroll maintenance in the Navy appears to be particularly appropriate for machine adaptation, or "automation," because of the voluminous paperwork involving repetitive actions. However, the task is complicated because of the multiplicity and complexity of pay entitlements under varying conditions.

**PAY** IS A very personal matter. The principles of automation cannot be applied equally to all in computing pay, as is done in the manufacture of a certain size of nut or bolt. You have to consider changes in service and rate or rank, not to mention related items such as sea or shore assignment, marital status and number of dependents, additional duty assignments, etc. There is also the matter of various deductions such as income tax, allotments, fines and forfeitures (perish the thought!), and Social Security.

Despite the problems, however, important progress has been made in the use of machines in NFOs to maintain pay accounts, and to prepare payrolls and checks. One example of mechanization presently in use in NFOs is a unit which simultaneously performs actions in three areas: on the pay record, the money list, and a card check. Thus, in a single operation three clerical actions are performed which, if performed manually, would involve much more time and be far more susceptible to error.

The mechanized system was first tried at what was then NADO Philadelphia. It worked so well that it is now in wide use.

Under active consideration and planning for trial is a scheme for almost total mechanization, utilizing an electronic computer into which information is fed mechanically. The "brain" will then post changes to an account as they occur, compute pay, and balance the account.

There is also a machine which actually "reads" documents. Sound fantastic? It is "far out," but not as Buck Rogerish as it seems. Such a machine actually exists and is in use by postal authorities.

**MACHINES**, even the more simple ones, are expensive and can only be employed economically in a mass operation. Each NFO and

NRFC handles many thousands of accounts in repetitive cycles; therefore, a mechanized system in these offices is profitable in terms of man-hours saved. The more volume handled, the more economical the operation.

Another area in which Navy men are concerned, and one where disbursing plays a role, is that of travel claims. It's not unusual for the man in a travel status to be hard-pressed for funds, and the early settlement of travel claims is of paramount importance to morale.

In this field, Finance Centers and Finance Offices do a big job, not only in volume of output but in speedy payment of claims. Most claims are settled within two days after receipt, provided all necessary papers and endorsements are presented when the claim is submitted. But mail time often takes another couple of days, or sometimes longer.

In order to cut down on the time required to place a check in your hands (which is what counts) NRFC Norfolk developed a "pay while you wait" system.

The man presenting his claim in person is ushered to a chair beside the desk of one of the several claim clerks. The claim is prepared on the spot, signed, a check prepared, and the man is walking out with his money within the hour.

This procedure has worked so well that it has been made a regular procedure at other Regional Finance Centers and Finance Offices.

"Tidewater finance activities," have a big responsibility in serving the Fleet, particularly, small ships which do not have disbursing offices. When away from the home port, the commanding officer of such a ship has the pay records of the crew, but has no public money.

**T**HIS IS WHERE the NRFCs and NFOs come in. Upon request, the NFO or NRFC will bring all accounts up to date, compute pay, prepare money lists and pay the crew, returning the accounts to the ship when all necessary entries have been made.

Another important aspect of Fleet support involves destroyer-type ships, for which "Afloat Branch" facilities have been established in seven of the Navy's tidewater finance activities.

When a ship is in port for a rea-

sonable length of time, its pay records and its DK may move ashore in the afloat branch, usually situated near the pier-head. The accounts are brought up to date and maintained properly under the watchful eye of an experienced finance activity supervisor.

Payments are made and travel claims are settled, while at the same time, the ship's DK is receiving expert training under the tutelage of competent NRFC or NFO personnel. Coordinated planning makes possible the payment to ship's company by either the finance activity or the ship's paymaster.

Military disbursing takes up much of the time of a destroyer disbursing officer, who is also the ship's supply officer. When accounts are moved ashore in the temporary custody of the NRFC or NFO, the paymaster can devote all of his time to important supply and replenishment tasks during the period in port. If the ship moves out, even on short notice, the DK and his pay records simply move back aboard.

Sooner or later you will have occasion to visit a Navy Regional Finance Center or Navy Finance Office, somewhere, in connection with your pay or your travel claim. When you do, you might remember that the NRFCs and NFOs exist for one purpose—to serve you.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 59—Announced approval by the Secretary of the Navy for the President of the report of selection boards which recommended promotion of line officers to the grade of commander.

No. 60—Announced the convening of selection boards to consider promotion of active duty line officers

(less TARs) for promotion to the grade of lieutenant commander.

No. 61—Cautioned naval personnel of possible pitfalls in the purchase of automobiles overseas.

No. 62—Discussed uniform allowance for temporary officers who elect saved pay.

No. 63—Announced approval by the Secretary of the Navy for the President of the report of selection boards which recommended staff corps officers for promotion to the grades of captain and commander of the Medical Corps, Medical Service Corps, Nurse Corps, Supply and Civil Engineer Corps.

No. 64—Discussed details of the Military Medical Benefits Amendments of 1966, effective 1 Oct 1966, which authorizes broadened civilian outpatient services for dependents.

No. 65—Announced approval by the Secretary of the Navy for the President of the reports of selection boards which recommended promotion of officers of the Chaplain Corps to the grades of captain and commander.

No. 66—Advised of an increase in the maximum interment allowance to \$300.

No. 67—Directed command attention to the safeguarding of government property.

No. 68—Discussed an increase in the selection base for the Navy Enlisted Scientific Education Program (NESEP).

No. 69—Announced approval by the Secretary of the Navy for the President of the report of the selection board which recommended promotion of women officers of the Marine Corps to the grades of lieutenant colonel, major and captain.

### Notices

No. 1740 (26 September)—Described the uses of the College Placement Annual 1967, and the civilian employment assistance available for college graduates through the Graduate Resume Accumulation and Distribution (GRAD) system recently established by the College Placement Council.

No. 1120 (28 September)—Provided information concerning the reactivation of the Limited Duty Officer program and certain changes that will affect the eligibility requirements for the Warrant Officer program.

No. 1306 (12 October)—An-



nounced new normal shore tour lengths for certain yeoman pay grades.

No. 1611 (12 October)—Directed command attention to the necessity that mailing addresses indicated on Fitness Report Receipt forms include ZIP numbers.

### Report Covers Details Concerning Assignment Of Sole Surviving Sons

With the increased manpower build-up going on in Vietnam, there is one question being asked nearly every man whose shadow is cast in that direction:

Are you the sole surviving son in your family?

If so, you're probably aware of the Navy's policy regarding such cases.

It states that "a sole surviving son may not be assigned to duties normally involving actual combat with the enemy if he or one of his parents submits a request for noncombat duty."

There's a lot to be considered in that statement, both pro and con.

According to the Navy's interpretation, a sole surviving son is the only remaining son in a family of which, because of hazards incident to service in the armed forces of the United States, the father, or one or more sons or daughters:

- Have been killed.
- Have died from wounds, accident or disease.
- Are missing in action or have been captured.
- Are permanently 100 per cent physically or mentally disabled, continually hospitalized, and not gainfully employed.

This latter condition is determined

by the Veterans Administration or one of the military services.

The Navy defines combat duty as that which is designated by the Secretary of Defense wherein personnel receive hostile or combat pay.

Enlisted men may waive any request made by parents for them to be designated as sole surviving sons. Or, they may request to be discharged from the service, providing they become sole surviving sons after their enlistment in the Navy.

This applies to both active and inactive duty personnel, with two exceptions: Discharges are not approved for those individuals whose fathers or brothers or sisters are missing in action, or have been captured; and discharges are not authorized during a Congress-declared war or national emergency.

In the case of officers, including warrant officers, who are sole surviving sons, they may not be released from active duty until they have fulfilled their military obligation.

If an enlisted man is authorized a discharge, it will be under administrative conditions and will be labeled "For the convenience of the government." This in no way implies that it is less than honorable.

If you believe such a discharge will operate to your future disadvantage, you may remain on duty (whether active or inactive) in a regular status. Or, you may apply for an L-9 classification. This lists you as a sole surviving son.

Under this classification, you will be assigned only to those duties which do not place you in combat areas where you might actually come in direct contact with enemy forces.

Here again, however, there are alternatives to be considered.

To begin with, individuals holding L-9 classifications are not eligible for reenlistment, nor may they extend their current enlistment. Officers so classified will also be released from duty after they fulfill their obligation.

This is not to say, however, that once a man becomes classified L-9 that he cannot revert to his regular status.

In fact, the only way officer and enlisted limited-duty-classified personnel can remain in service beyond their initial obligation or enlistment is to request that their L-9 designation be removed from their records.

This can be done only when individuals submit a request to BuPers (via their commanding officer) asking that their L-9 designator be dropped. Included on the request must be this statement:

"I hereby waive my right to duty in noncombatant areas as a sole surviving son in accordance with BuPers Inst 1300.35A. I understand that I will henceforth be ineligible to exercise this right."

In other words, once an L-9 designation is removed from an individual's official file, he cannot again apply for a limited duty classification.

This is perhaps the most important consideration a designated sole surviving son must ponder if he's planning to make the military his career.

On the other hand, if he elects to carry the L-9 designator on record during his military tour, the Navy will do everything within reason to insure that he is not assigned duties in actual combat areas. Sometimes this takes some doing.

For example, when conditions arise which makes it necessary to order a ship or unit into a combat area unexpectedly, special measures must be taken to transfer or reassign all L-9 personnel before the movement.

Thus, if you are a sole surviving son and find yourself in any of the situations described above, it is suggested that you weigh carefully the various alternatives before making a decision.

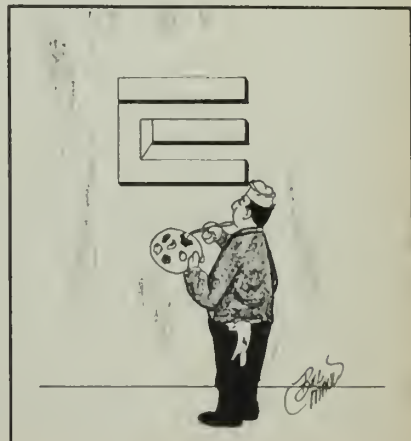
Your final determination will affect not only your military tour but your family, your career and, in the long run, your entire life.

All-Navy Cartoon Contest  
John C. Fiedler, RD3, USN



"Periscope off the starboard bow, Sir!"

All-Navy Cartoon Contest  
William R. Maul, CTC, USN



1801

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## A FINAL TRIBUTE

## NEW YORK NAVAL SHIPYARD

**I**T ALL BEGAN in 1637 when Joris Jansen de Rapalje, an immigrant from Holland who had settled in the section of New Amsterdam called Breuckelen, was granted the deed for 167 morgens and 406 rods of land by the Netherlands East India Company.

This small tract, perhaps 335 acres of mud flats, swamps and creeks purchased, like neighboring Manhattan Island, from the Indians for a few trinkets, was the land out of which the New York Naval Shipyard was to grow.

Most of this land remained in the Rapalje family until 1755. However, within those four generations which arose during the 120 years or so which had elapsed, the original tract had become divided into small parcels divided among the numerous heirs.

In 1781, a man named John Jackson, who had come to Brooklyn from Queens County with his two brothers Samuel and Treadwell, bought at auction for \$17,000 the west hill (where the Commandant's house stands—now occupied by Commander Eastern Sea Frontier) of the original tract from a great-grandson of the earlier Rapalje. Samuel Jackson bought another portion of the Rapalje estate and, in time, most of the remaining parcels held by the Rapalje heirs also came in possession of the two brothers.

Among brother John's purchases was a good beach and waterfront on Wallabout Bay (originally Bay of

Walloons). On this site he built a shipyard occupying about 30 acres. Here he built his first ship, a merchant vessel called *Canton*.

And it was here, in 1798, that John contracted to build for the U. S. government a small 28-gun frigate named *John Adams*, the first Navy ship to be built on the site of what was to become famous as the New York Naval Shipyard.

*John Adams* went on to take part in the War of 1812. However, she was burned by her commanding officer in 1814 at Hampden, Maine, so she would not fall into the hands of a large force of enemy ships which had bottled her up.

Nevertheless, *John Adams* had a greater significance than her naval career might indicate. It was this ship which brought Jackson's shipyard to the attention of the Navy Department.

**W**HEN Secretary of the Navy Benjamin Stoddert learned in 1800 that preparations were under way to sell the Jackson shipyard at auction, he wanted to know more about it.

He learned that the site offered many advantages for a first-class shipyard although, at the moment, it consisted of little more than a few ramshackle buildings, a sluggish pond used to age and season the oak beams and planking, and a muddy island.



As a result, early in February 1801, Francis Childs, acting as an agent for the government, purchased the shipyard site and part of the west hill, totaling 41.93 acres for the large sum of \$40,000.

And on 23 February of that year, Childs turned over this property to the government in return for his agent's fee of \$5.00. It is this date which has since been regarded as the birthday of the New York Naval Shipyard.

During the following 165 years, those 41 plus acres grew to 291, with 270 major buildings containing floor space of more than six million square feet, 18 miles of paved roads, nine piers, six drydocks, 24 miles of railroad tracks, 22 shops housing 98 different trades, plus warehouses, lumber yards, laboratories and every type of industrial facility needed to build, repair, berth and service the most modern ships afloat.

**F**EW INTIMATIONS of future glory were apparent during the first few years of the yard's existence. In fact, nothing happened at all for the first five years.

It was not until 1 Jun 1806 that the first commandant, Lieutenant Jonathan Thorn, USN, took command. He was still a midshipman when, upon oral orders from the Secretary of the Navy, he took command. (He was promoted in February 1807.) He served in this position until he was relieved by Captain Isaac Chauncey in July 1807.

It might be mentioned here that LT Thorn had a busy naval career. Appointed a midshipman in April 1800 at the age of 21, he served aboard *uss New York*, *Enterprise*, *Adams*, *Chesapeake* and *Congress*.

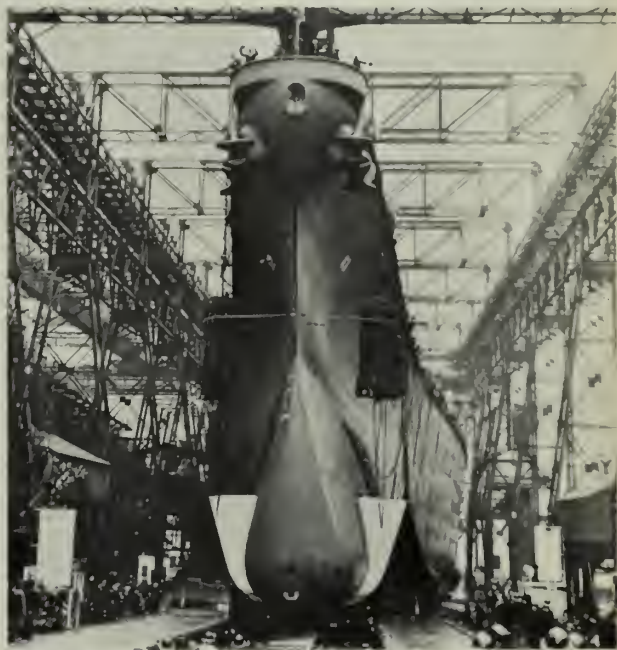
He served during the quasi-war with France and in the war with Tripoli he was one of the volunteers who took part in the destruction of the captured *Philadelphia*.

Three years after leaving the Yard, LT Thorn was in command of *Tonquin* in the Columbia River when Indians attacked the ship. To prevent the ship from falling into their hands, LT Thorn blew her up, killing himself and some members of the crew.

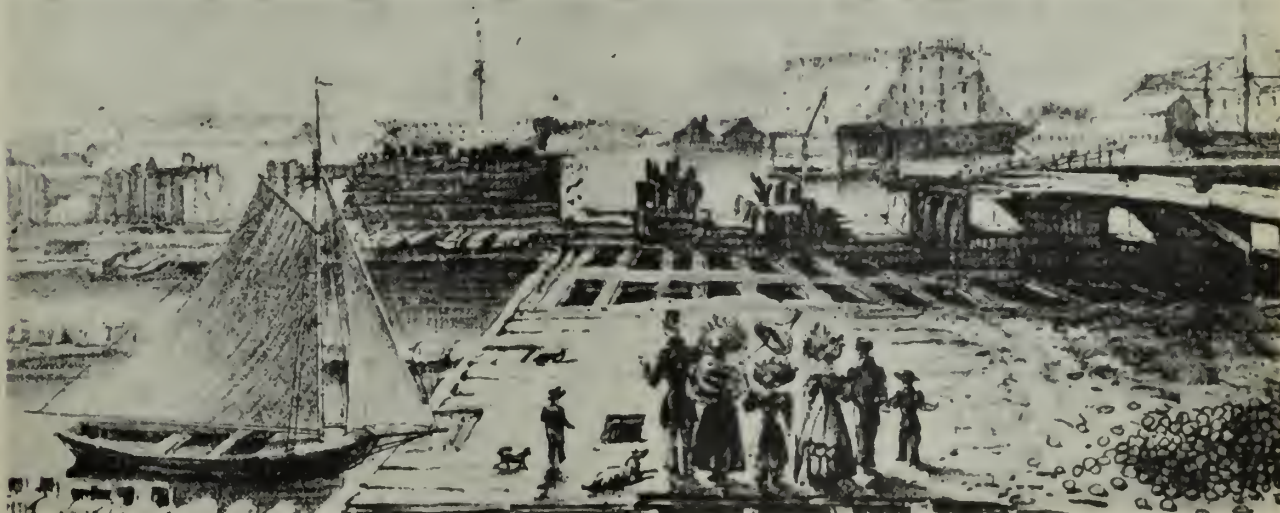
The first chores of the Yard during the command of LT Thorn and CAPT Chauncey were fitting out and support of ships during the raids on the pirates of the



**BIG DAY**—Attack carrier *USS Constellation* (CVA 60) is christened in 1960 at the New York Naval Shipyard.



**IT'S HISTORY**—Drawing shows typical Navy Yard scene in 1830s. Above: *USS Missouri* (BB 63) is launched in 1944.







**BUSINESS DAYS**—USS *Pennsylvania* approaches the yard. *Rt*: Bow section for USS *Wasp* is lowered to lighter in 1952.

Barbary Coast and in the Caribbean, and during the War of 1812.

Shipbuilding did not actually begin until 1817, when the keel was laid for the 74-gun ship-of-the-line *Ohio*. At 2757 tons, she was the largest ship built in the United States up to that time. *Ohio* was launched in 1820 and it must be assumed that the Yard did an excellent job on her for she remained in service until 1879. She was sold in 1883.

By 1835, 10 more ships had gone down the ways—two frigates, four sloops-of-war, two schooners, a revenue cutter and a brig. (See page 60).

**T**HE BIG CHANGEOVER from sails to steam came to the Yard in 1837, when *Fulton II*, a nine-gun paddle-wheel steamer, was launched. At the time, she was considered the world's first large-size steam-powered ship.

In the years between the launching of *Fulton* and the beginning of the Civil War, nine more ships were launched and many more were fitted out. This meant that when the war actually began, the Yard was well prepared to build and outfit ships for the Union Navy.

During the four-year conflict, the Yard built 14 ships and converted 416 commercial ships to combat status.

### **Colonial Carpenter's Mates Erected Commandant's House of Hand-hewn Oak**

Standing on a small hill overlooking the Shipyard is the former Commandant's House. It serves as an excellent example of the type of work done in the early days of the Yard.

It was designed by Charles Bulfinch, built in 1805-1806, and is regarded as an outstanding example of colonial architecture. In 1963 it was designated by the Landmarks Preservation Commission of New York City as one of the chief historical landmarks in the five boroughs of New York.

Originally, it consisted of a cellar, parlor floor, and two upper sleeping floors. The original back parlor (later used as a dining room) is oval shaped and is

famous for its design. Two other rooms similar in design and by the same architect exist in the Commandant's Quarters at the Portsmouth, N. H., Naval Shipyard and in the White House.

Originally, the dining room and the kitchen were in the basement and the entrance was level with the garden. The basement-kitchen has a large open fireplace where the cooking was done. Later, a large coal range was installed in the open fireplace.

The original house is framed in hand-hewn oak, with the trees cut to size. No nails were used in the framing. The joints were held together by a mortise and tenon with an oak pin one inch in diameter.

Floor beams 32 feet long were also hand-hewn oak and extended from wall to wall. The original floor boards were 10 inches wide and two inches thick.

Such nails as were used in other parts of the building were hand made of wrought iron and, after all these years, were as good as new.

Throughout the house, the trim was of hand-carved in the many coats of paint that had been applied over mahogany. Many of the details, however, were lost the years. In 1926, for example, 45 pounds of old paint were removed from one door; and even then, the workmen had not succeeded in getting down to the raw wood.

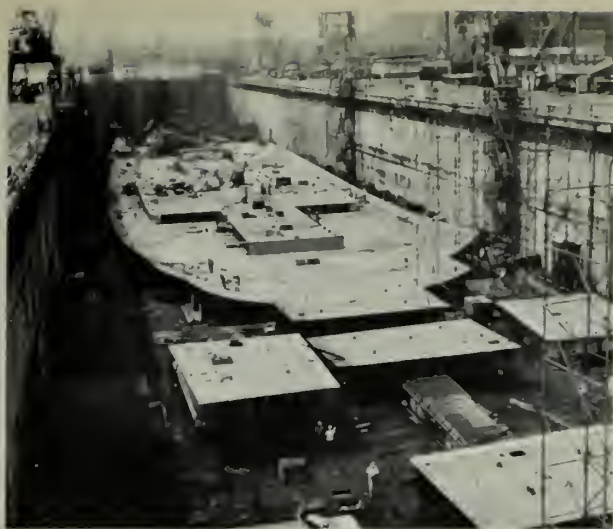
Chandeliers of beaten bronze highlighted the parlor and the dining room. They had been altered from time to time to suit the method of lighting then in vogue. First, tallow and wick in the small Grecian urns; then gas; and finally, electricity.

They knew how to build houses in those days.



**OLD-TIMER**—Commandant's house completed in 1806.





DRYDOCKING—Hull of USS *Independence* takes shape in drydock. Rt: USS *Franklin D. Roosevelt* ties up in No. 5.



The most famous warship of the era to appear at the Yard was John Ericsson's *Monitor*, which was built at a nearby shipyard and was fitted out and commissioned at the New York Shipyard. It was *uss Monitor*, as you may recall, which went on to engage *css Merrimac* (more correctly known as *css Virginia*) in the historic battle of the ironclads in Hampton Roads.

During the Civil War, work at the Yard went on without cessation, day and night, and the wharves were never without ships fitting out for sea, and preparing for blockade duty. In 1861, average employment at the Yard was 1650 men and the year's expense for labor was \$679,000. By 1865, these figures had risen to an average employment of 5000, and the labor expense amounted to nearly \$4,000,000.

When peace came, work at the Yard slackened. There followed a period of comparatively little activity, during which two drydocks and some buildings were constructed, berthing areas dredged, and an occasional ship was repaired or overhauled.

Throughout the final decade of the 19th century, work and contracts slowed to a trickle, but out of the Yard came one of its most famous products—the battleship *uss Maine*. Her keel was laid 18 Oct 1888, she was launched 18 Nov 1890 and commissioned 17 Sep 1895. She displaced 6682 tons and carried 10 guns in her main battery.

It was the explosion of *Maine*, blown up in Havana Harbor on 15 Feb 1898, that was one of the contributing factors of the Spanish-American War.

**T**HE TURN OF THE CENTURY ushered in an unprecedented era of heavy shipbuilding for the Yard. Ships were becoming longer and heavier, and the shipbuilding ways, enlarged for the construction of *Maine*, were soon obsolete. By 1903, it was necessary to rebuild the ways to accommodate the first-class battleship *uss Connecticut* (BB 18), the first such to be built at the Yard.

Commissioned 29 Sep 1906, she was soon followed by increasingly heavier ships, including *uss Florida* (BB 30), at 22,000 tons, and *New York* (BB 34), at 27,000 tons.

The largest dreadnought of the era was the 31,400-ton *uss Arizona* (BB 39), commissioned barely six months before the outbreak of World War I. It was

this ship which was sunk during the attack on Pearl Harbor on 7 Dec 1941.

Throughout the 20 months of United States' participation in World War I, the Yard's waterfront was busy with the building and reconditioning of ships, including three seized German ships which were converted to troop transports.

**A**T THE END of World War I, shipyard employment had reached 18,000, but this number dropped sharply during the peace years. After the launching of *uss Tennessee* (BB 43), on 30 Apr 1919, 10 years elapsed during which no naval ships were built. The Yard was shifted to a virtually standby basis.

With the launching of the cruiser *uss Pensacola* (CL 24), the tempo picked up again. A heavy cruiser, three light cruisers, two destroyers, two Coast Guard cutters and a gunboat were built during the '30s.

In 1937, the keel of the 35,000-ton *uss North Carolina* (BB 55) was laid, signaling the beginning of further battleship construction which reached a climax in 1943-44.

Among these battleships built at the Yard was *uss Missouri* (BB 63) on whose decks the surrender documents ending World War II were signed on 2 Sep 1945.

During World War II, 70,000 people worked every day, around the clock. For the first time, because of the manpower shortage, women boarded ships and worked alongside men as helpers and mechanics.

Between the beginning and end of the war, the Yard repaired more than 5000 ships, converted about 250 others and built three battleships and four aircraft carriers.

The most notable, yet typical, example of the repair work done during this period concerned the aircraft carrier *uss Franklin* (CV 13). Hit by two bombs in March 1945 while operating near the coast of Japan, *Franklin* lost all power, took a 13° starboard list, lost all radio communications and broiled under the heat of resultant fires from her aviation fuel. CIC and airplot were knocked out. Ammunition, bombs and rockets exploded for days. Many of the crew were blown overboard, driven off by fire, killed or wounded, but the survivors who remained aboard saved their ship by



EARLY JOB, LAST JOB—Vincennes was launched in 1826. USS Duluth (LPD 6) hit water in summer of 1965.

## From Two-gun Schooner to 60,000-Ton Constellation

During its 165 years of existence as a U. S. Naval Shipyard, 93 ships were built at the New York Naval Shipyard. They ranged in size from the two-gun schooner *uss Pilot* to the 60,000-ton *uss Constellation* (CVA 64); and in point of time from *uss Ohio* launched in 1820 to *uss Duluth* (LPD 6), launched in August 1965.

Here is a list of those ships.

| Name           | Type                                   | Launched    |                               |                                    |             |
|----------------|--|-------------|-------------------------------|------------------------------------|-------------|
| Ohio           | 74-gun, ship of the line, 2757 tons    | 30 May 1820 | Kenosha                       | screw steamer                      | B Aug 1868  |
| Savannah       | 44-gun frigate                         | 5 May 1842  | Alarm                         | torpedo boat                       | 13 Nov 1873 |
| Sabine         | 44-gun frigate                         | 3 Feb 1855  | Swatara                       | 6-gun steam sloop                  | 17 Sep 1873 |
| Vincennes      | 18-gun sloop, 700 tons                 | 27 Apr 1826 | Trenton                       | 19-gun frigate, 2300 tons          | 1 Jan 1876  |
| Fairfield      | 18-gun sloop                           | 28 Jun 1828 | Maine                         | second-class battleship, 6682 tons | 18 Nov 1890 |
| Lexington (2)  | 18-gun sloop, 691 tons                 | 9 Mar 1826  | Cincinnati                    | protected cruiser, 3183 tons       | 10 Nov 1892 |
| Peacock (2)    | 18-gun, second class sloop             | 30 Sep 1828 | Pennacook                     | steel yard tug                     | 29 Oct 1898 |
| Marris         | revenue cutter                         | 30 Jun 1831 | Connecticut (BB 18)           | 16,000-ton battleship              | 29 Sep 1904 |
| Enterprise (3) | 10-gun schooner, 194 tons              | 26 Oct 1831 | Vestal                        | 12,000-ton Fleet collier           | 19 May 1908 |
| Dolphin        | 10-gun brig, 224 tons                  | 17 Jun 1836 | Florida (BB 30)               | 22,000-ton battleship              | 12 May 1910 |
| Pilot          | 2-gun schooner                         | Sep 1836    | New York (BB 34)              | 27,000-ton battleship              | 30 Oct 1912 |
| Fulton (2)     | 9-gun paddle wheel steamer             | 18 May 1837 | Arizona (BB 39)               | 31,400-ton battleship              | 19 Jun 1915 |
| Levant         | 18-gun sloop                           | 28 Dec 1837 | New Mexico (BB 40)            | 32,000-ton battleship              | 23 Apr 1917 |
| Decatur        | 16-gun sloop                           | 9 Apr 1839  | Tennessee (BB 43)             | 32,000-ton battleship              | 30 Apr 1919 |
| Missouri       | 10-gun paddle wheel steamer, 1700 tons | 7 Jan 1841  | Pensacola (CL 24)             | 9100-ton cruiser                   | 25 Apr 1929 |
| Somers         | 10-gun brig                            | 16 Apr 1842 | YF 221                        | covered freight lighter            | 28 Sep 1932 |
| San Jacinto    | 6-gun sloop                            | 16 Apr 1850 | New Orleans (CA 32)           | 9950-ton cruiser                   | 12 Apr 1933 |
| Albany         | 20-gun sloop, 1064 tons                | 27 Jun 1846 | Hull (DD 350)                 | 1395-ton destroyer                 | 31 Jan 1934 |
| Fulton (3)     | 9-gun paddle wheel steamer             | 30 Aug 1851 | Dole (DD 353)                 | 1395-ton destroyer                 | 23 Jan 1935 |
| Niagara        | 40-gun steamer, frigate                | 23 Feb 1856 | Erie (PG 50)                  | 2000-ton gunboat                   | 29 Jan 1936 |
| Iroquois       | 6-gun steam sloop                      | 12 Apr 1859 | Brooklyn (CL 40)              | 9700-ton cruiser                   | 30 Nov 1936 |
| Oneida         | 9-gun steam sloop                      | 20 Nov 1861 | Alexander Hamilton            | Coast Guard cutter                 | 6 Jan 1937  |
| Octorora       | 6-gun side wheel double ender          | 7 Dec 1861  | John C. Spencer               | Coast Guard cutter                 | 6 Jan 1937  |
| Adirondack     | 9-gun steam sloop                      | 22 Feb 1862 | Honolulu (CL 48)              | 9650-ton cruiser                   | 26 Aug 1937 |
| Lackawanna     | 9-gun steam sloop                      | 9 Aug 1862  | Helena (CL 50)                | 10,000-ton cruiser                 | 27 Aug 1938 |
| Ticonderoga    | 9-gun steam sloop                      | 16 Oct 1862 | North Carolina (BB 55)        | 35,000-ton battleship              | 13 Jun 1940 |
| Shomrock       | 8-gun side wheeler, double ender       | 17 Apr 1863 | Iowa (BB 61)                  | 45,000-ton battleship              | 27 Aug 1942 |
| Mackinaw       | 8-gun side wheeler, double ender       | 22 Apr 1863 | Missouri (BB 63)              | 45,000-ton battleship              | 29 Jan 1944 |
| Peoria         | 8-gun side wheeler, double ender       | 29 Oct 1863 | YR 34, YR 35                  | floating workshops                 | 25 Nov 1941 |
| Tullahoma      | 8-gun side wheeler, double ender       | 28 Nov 1863 | LSTs 311, 312, 313, 314       | landing ship, tank                 | 30 Dec 1942 |
| Algonquin      | 12-gun side wheeler, double ender      | 31 Dec 1863 | LSTs 315, 316, 317, 318       | landing ship, tank                 | 23 Jan 1943 |
| Maumee         | 7-gun steam sloop, 593 tons            | 2 Jul 1863  | Bennington (CV 20)            | 27,100-ton aircraft carrier        | 26 Feb 1944 |
| Nyack          | 3-gun sloop                            | 6 Oct 1863  | Bon Homme Richard (CV 31)     | 27,100-ton aircraft carrier        | 29 Apr 1944 |
| Miantonomah    | double-turreted monitor                | 1863        | Franklin D. Roosevelt (CV 42) | 45,000-ton aircraft carrier        | 29 Apr 1945 |
| Puritan        | double-turreted monitor                | 1864        | Kearsarge (CV 33)             | 27,100-ton aircraft carrier        | 5 May 1945  |
| Madawaska      |  | B Jul 1865  | Oriskany (CV 34)              | 27,100-ton aircraft carrier        | 13 Oct 1945 |
| Wampanoag      | screw steam sloop                      | 15 Dec 1864 | Saratoga (CVA 60)             | 56,000-ton aircraft carrier        | B Oct 1955  |
| Quinnebaug     | 10-gun steam sloop                     | 31 Mar 1866 | Independence (CVA 62)         | 56,300-ton aircraft carrier        | 6 Jun 1958  |
| Moshulu        | 13-gun steam sloop                     | 1865        | Constellation (CVA 64)        | 60,000-ton aircraft carrier        | B Oct 1960  |
|                |  |             | Raleigh (LPD 1)               | amphibious transport, dock         | 17 Mar 1962 |
|                |  |             | Vancouver (LPD 2)             | amphibious transport, dock         | 15 Sep 1962 |
|                |  |             | La Salle (LPD 3)              | amphibious transport, dock         | 3 Aug 1963  |
|                |  |             | Austin (LPD 4)                | amphibious transport, dock         | 27 Jun 1964 |
|                |  |             | Ogden (LPD 5)                 | amphibious transport, dock         | 27 Jun 1964 |
|                |  |             | Duluth (LPD 6)                | amphibious transport, dock         | 14 Aug 1965 |





LT Jonathan Tharn  
1806-07



CAPT Isaac Chauncey  
1807-13



CAPT Samuel Evans  
1813-24



CAPT George W. Rogers  
1824

**THE STARTERS**—These Navy officers above were the early bird commandants of the New York Naval Shipyard.

sheer valor and tenacity. Salvage of the ship remains to this day one of the classics in damage control lore.

*Franklin* was taken in tow by *uss Pittsburgh* (CA 72) to Pearl Harbor where she was cleaned up sufficiently to enable her to proceed under her own power to the States and the New York Shipyard.

Here, all her armament was replaced, more than 80 per cent of her superstructure was cut away and rebuilt, and the entire ship rewired.

For work such as this, the Navy Yard earned the Navy "E" for six consecutive years.

**S**INCE WORLD WAR II, aircraft carriers have been the Yard's major product. With the development and improvement of the carrier-based aircraft in the late '40s and early '50s, a Navy-wide carrier conversion program was undertaken. As a forerunner to this trend, the Yard designed and installed an experimental angled flight deck for the carrier *uss Antietam* (CVS 36). The results provided influence on future significant carrier design.

Throughout the early 1950s several aircraft carriers such as *uss Wasp* (CVS 18), *Bennington* (CVS 20), *Hornet* (CVS 12) and *Ticonderoga* (CVA 14) arrived in the Yard for conversion to jet operations.

**J**UST IN TIME for Korea. World War II ships on active duty were modernized; others were taken out of mothballs to join them. Employment, which had dropped after the war, rose to 22,000 in 1952.

The signing of the truce in Korea did not bring about the usual slack period. A program of new carrier construction started in December 1952 with the laying of the keel of the 60,000-ton *Saratoga*. She was commissioned in April 1956 and, before the '50s had ended, two more large carriers, *Independence* and *Constellation*, were begun.

Meanwhile, other jobs were underway. Under the FRAM program, World War II destroyers and carriers were updated and fitted out for more modern antisubmarine warfare.

The cruiser *uss Topeka* (CL 67) was converted to a



USS Trenton, 19-gun frigate, launched 1876



USS Maine, launched 1890

missile carrier (CLG 8). A former merchant vessel was fitted out with experimental bow stabilizers and modern navigational equipment and renamed *uss Compass Island* (AG 153), to join in the FBM program.

In November 1964, the Yard was busy with the construction of six LPDs (Amphibious Transport Dock) when it received its orders to prepare for closing. The last of the LPDs, *uss Duluth* (LPD 6) sailed from the Yard in February 1966.

By the time the Yard was closed officially, on 25 Jun 1966 at 1200, almost all the buildings were closed and empty. The piers, the drydocks and the building ways stood idle. Grass had started to sprout in the streets and between the ties of the railroad tracks. The cranes and railway cars stood still in their tracks and had started to gather rust.

The New York Naval Shipyard had come to an end.

USS Arizona (BB 38) launched 1915



# DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism . . ."

★ WESTIN, BRIAN E., Lieutenant (jg), USNR, while serving as a bombardier/navigator in Attack Squadron 85 during a combat mission over North Vietnam on 27 Apr 1966. When his pilot was seriously wounded and partially incapacitated during a daylight bombing run, LTJG Westin, by calmly coaxing and physically assisting him in the control of the aircraft, succeeded in reaching the open sea. He made sure that the semiconscious pilot ejected safely before he left the plane. After he was picked up by a rescue helicopter, LTJG Westin directed the crew to the estimated position of his pilot. When the latter was unable to enter the rescue sling because of his injuries, LTJG Westin reentered the water to assist him, despite the fact that a shark was spotted near the bleeding victim. Following the rescue of the pilot, and before his own retrieval, the hoisting device aboard the helicopter malfunctioned. Realizing the urgency of immediate medical attention for the now unconscious pilot, LTJG Westin waved the helicopter away and remained in the shark-infested water until the arrival of a second rescue helicopter five minutes later. Through his quick thinking and cool courage in the face of grave personal risk, he was directly responsible for saving the life of the pilot. His heroic efforts were in keeping with the highest traditions of the U. S. Naval Service.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ BLACKBURN, PAUL P., JR., Vice Admiral, USN, as Commander U. S. Seventh Fleet from March to October 1965. During this period of ever-increasing tension in Southeast Asia, VADM Blackburn led the world's largest and most powerful task fleet. Under his direction, Seventh Fleet forces remained vigilant and responsive to the increased tempo of operations, quickly and effectively translating na-

tional policy decisions into appropriate actions. His successful introduction of new units into the Fleet increased combat support of vital importance in the attainment of U. S. objectives.

★ CLAREY, BERNARD A., Vice Admiral, USN, as Deputy and Chief of Staff to Commander in Chief U.S. Pacific Fleet, from June 1964 to August 1966. VADM Clarey exercised the broad authority delegated to him in order to prepare the U. S. Pacific Fleet for combat operations in remote areas on a sustained basis, and to provide the means for precise control over, and adequate support for, Navy and Marine Corps forces committed to those operations. Through his analyses of the military situation in Vietnam, he revealed new ways to exploit the inherent flexibility of naval forces in the conflict. As a result, the Navy has assumed a major role in the U. S. military effort in Southeast Asia.

★ MASTERSON, KLEBER S., Vice Admiral, USN, as Commander U. S. Second Fleet from 17 Apr 1964 to 22 Aug 1966. Responsible for maintaining the principal naval striking force in the Atlantic area at a high level of readiness, VADM Masterson ensured maximum effective use of all resources, services and facilities available to and within the Second Fleet by initiating a new operating plan which split the Fleet into two sections—a Blue Group and a Gold Group—each composed of a full task group, alternating between training at sea and upkeep in port. As a result of this concept of operations within the Second Fleet, a high level of readiness was maintained, more efficient use of resources and services was achieved and the morale of Fleet personnel was enhanced. In his role as Commander Joint Task Force 122, VADM Masterson personally directed the initial and most vital phases of the U. S. military operations in the Dominican Republic crisis. As Commander Striking Fleet Atlantic—the major NATO naval command—he directed the forces which contributed to the success of numerous NATO, U. S. Atlantic Command and U. S. Atlantic Fleet training exercises.

★ RAMAGE, LAWSON P., Vice Admiral, USN, as Commander U. S. First Fleet from July 1964 to July 1966. During this period, VADM Ramage increased the readiness of forces assigned to the First Fleet, ensuring that units deploying to Southeast Asia were ready for any contingency. This was accomplished through training and Fleet exercises

under conditions closely simulating those that would be encountered in Southeast Asia. Lessons learned in the combat environment of Southeast Asia were widely disseminated. New tactics were developed and incorporated in Fleet exercises, and requirements for improved and new equipments were brought forth.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BAGLEY, DAVID H., Captain, USN, as Executive Assistant and Naval Aide to the Under Secretary of the Navy from 15 May 1964 to 15 Aug 1966, for his role in planning and executing a realignment of functions within the Offices of the Secretary and the Under Secretary of the Navy, which culminated in the establishment of the Office of the Deputy Under Secretary of the Navy (Manpower).

★ CRAWFORD, EARL R., Rear Admiral, USN, as Commander Amphibious Group Two, from 5 May 1965 to 18 May 1966, for his contributions to the successful testing and evaluation of many new tactical and protective innovations, especially in the areas of command, control and coordination of multideck LPH assault landing operations, and communications reliability in normally difficult reception areas.

★ FLAHERTY, MICHAEL F. D., Rear Admiral, USN, as Commander Training Command U. S. Atlantic Fleet, from January 1963 to September 1966, for maintaining a high level of performance in the command during a period of constantly and rapidly changing training requirements generated by new management programs and new ships, weapons and electronic systems.

★ NORTHWOOD, ROBERT H., Rear Admiral, SC, USN, while serving successively as Deputy Commander and as Commander, Defense Electronics Supply Center, from February 1962 to May 1966, for a significant contribution to the accomplishment of the over-all mission of the Defense Supply Agency and to the Department of Defense concept for consolidated management of common supplies and services.



★ STANSBURY, GEORGE L., III, Lieutenant Commander, SC, USN, as Assistant Head, Operations and Technical Section, Joint Petroleum Office, Logistics Division, Headquarters Pacific Command, from 26 Jun 1963 to 28 Dec 1965, for his work in the establishment of managerial procedures and techniques for the coordination of all bulk petroleum cargo movements in support of current operations throughout the Pacific Command.

#### Gold Star in Lieu of Second Award

★ MASON, REDFIELD, Rear Admiral, USN, as Commandant, Third Naval District, from January 1963 to August 1966, for substantially extending and improving the Navy image throughout his area of responsibility.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ NICKERSON, WILLIAM B., Lieutenant (jg), USNR, posthumously, as Bombardier/Navigator of an aircraft in Attack Squadron 85 during a bombing mission against the vital Qui Vinh railroad facility in North Vietnam on 16 Apr 1966. LTJG Nickerson demonstrated outstanding skill and courage in the face of heavy antiaircraft fire, resulting in direct hits which devastated two large areas of the railway and destroyed several of the standing railway cars. His determined efforts in accurately navigating the aircraft and aiding in the attack were in keeping with the highest traditions of the U. S. Naval Service.

★ TIDERMAN, JOHN M., Lieutenant Commander, USN, posthumously, as a pilot in Attack Squadron 94, embarked on *uss Enterprise* (CVAN 65), during operations against enemy aggressor forces in Vietnam from 2 Dec 1965 to 21 Mar 1966. On numerous combat missions in support of friendly forces against heavily defended targets, LCDR Tideman carried out damaging attacks in the face of adverse weather and intense and accurate hostile fire, contributing greatly to the success of many vitally important combat strikes.

★ WEIMORTS, ROBERT F., Lieutenant Commander, USN, posthumously, as pilot of an aircraft in Attack Squadron 85 during a bombing mission against the Qui Vinh railroad facility in North Vietnam on 16 Apr 1966. LCDR Weimorts braved intense and accurate antiaircraft fire and the constant threat of surface-to-air missiles while pursuing the attack against one of the most heavily defended links in the rail supply

line between North Vietnam and the Viet Cong aggressors in the south. During the bombing runs, in which the lead aircraft was damaged by flak, he demonstrated a coolness under heavy fire which resulted in the destruction of two large areas of the railway and several of the standing railroad cars. LCDR Weimorts' outstanding courage and skill were in keeping with the highest traditions of the U. S. Naval Service.

#### Gold Star in Lieu of Second Award

★ NICKERSON, WILLIAM B., Lieutenant (jg), USNR, posthumously, as Bombardier/Navigator of an aircraft in Attack Squadron 85 during a bombing strike against a strategic port loading facility in North Vietnam on 19 Apr 1966. In the face of triple-threat enemy defenses composed of antiaircraft artillery, surface-to-air missiles and fighter aircraft, LTJG Nickerson exercised exceptional skill and resourcefulness in navigating his aircraft to the target area, enabling the pilot to make a perfect dive and score direct hits on the assigned target, which totally immobilized the port loading facility. LTJG Nickerson's professional skill and courage under extremely adverse and hazardous conditions were outstanding.

#### Gold Star in Lieu of Second Award

★ WEIMORTS, ROBERT F., Lieutenant Commander, USN, posthumously, as pilot of an aircraft in Attack Squadron 85 during a bombing strike against the strategic Cam Pha coal loading area in North Vietnam on 19 Apr 1966. Despite low clouds and heavy antiaircraft fire in the target area, LCDR Weimorts delayed his roll-in until he had maneuvered his aircraft to the ideal position for an effective run. He then made a perfect dive and scored direct hits on three large coal transporters that were his assigned targets, thereby immobilizing the entire coal-loading facility. By his courage, skill and devotion to duty in the face of heavy enemy fire, LCDR Weimorts upheld the highest traditions of the U. S. Naval Service.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BAIN, ROBERT C., Quartermaster 3rd Class, USN, while serving with the Naval Advisory Group, U. S. Military Assistance Command, Vietnam, on 6 Mar 1966. While traveling in the city of Da Nang, Republic of Vietnam, Bain noticed an excited crowd gathered near a water-filled excavation. Upon learning that a small Vietnamese boy had fallen into the water, he immediately climbed

over a barbed wire fence surrounding the excavation and dived into the water. Following two attempts to locate the boy in the muddy water, Bain succeeded in recovering the victim and brought him to the surface. He then administered mouth-to-mouth resuscitation for a period of approximately 10 minutes until the child started breathing. His prompt, skillful and decisive actions in the emergency undoubtedly saved the boy's life.

★ BOOLE, PATRICK E., Hospital Corpsman 3rd Class, USN, while serving aboard *uss Shangri La* (CVA 38) on the afternoon of 3 Sep 1965. Upon being called to the scene of an accident where a shipmate had fallen unconscious in a void which contained insufficient oxygen for survival, Boole descended into the void without the aid of safety equipment and succeeded in rescuing the victim. Through his prompt and courageous actions in the face of great personal risk, Boole undoubtedly saved a shipmate from certain death.

★ ELLIOTT, SHIRLEY H., Lieutenant (jg), USN, and MURPHY, EDWARD R., JR., Lieutenant, USN, for rescuing the three-man crew of a grounded fishing boat off Centerville Beach County Park, Ferndale, Calif., on the early morning of 21 Mar 1966. Using a rope found on the beach for a lifeline, Elliott and Murphy swam approximately 35 yards to the stricken craft and succeeded in helping the three fishermen, one of whom was suffering from shock, to the shore. By their prompt and courageous actions in the face of grave personal risk, LTJG Elliott and LT Murphy were directly instrumental in saving three lives.

★ MULLEN, JAMES E., Lieutenant, MC, USN, while voluntarily serving as medical officer of a helicopter rescue team dispatched by *uss Forrestal* (CVA 59) on 15 Jan 1966. The objective of the mission was to aid survivors of a U. S. Air Force VC-47 aircraft which had crashed on the remote and rugged slopes of Mount Helmos, on the Greek island of Peloponnisos, at an elevation of 7680 feet. After several unsuccessful landing attempts by the pilot of the rescue helicopter, LT Mullen, at his own request, descended by hoist from the hovering craft to the steep slope of ice-crusted snow. He made his way to the crash site, rendered prompt medical assistance to four survivors and aided in their safe evacuation. Working in sub-freezing temperatures, he searched the hazardous terrain for other victims of the crash, remaining at the scene for five hours, until the last personnel of the rescue party were removed by helicopter. His prompt and courageous actions and selfless efforts throughout the mission were in keeping with the highest traditions of the U. S. Navy.



# TAFFRAIL TALK

Ever hear of a "hurevac?" It's a hurricane hideout.

The 8000 acres that constitute NAAS Meridian, Miss., are a rolling woodland and it would seem that they would be unaffected by the hurricane season hundreds of miles away in Florida. Such, however, is not the case.

The Meridian Air Station is part of a vast naval aviation complex that stretches from the east coast of Florida to Texas. The majority of these air bases, aircraft and men are located in Florida and when the annual hurricane season looms up, the hundreds of planes and pilots of these stations are ready to move out to a refuge in short order. Meridian is that refuge.

When the arrival of a hurricane is an obvious threat to aircraft safety, naval air bases throughout the "Sunshine State" put their hurricane evacuation program or "hurevac," into high gear. An influx of pilots and planes from Pensacola, Milton, Sanford, Jacksonville and Mayport, Fla., soon swell the normal amount of aircraft at the Meridian station from approximately 120 to 500 or more.

Although NAAS Meridian is the major refuge for the hurricane orphans, they are sometimes taken to the Naval Air Stations at Memphis or Corpus Christi, Texas. This second exodus of men and planes takes place only when the storm threatens to cause considerable damage as far north as Meridian.

The daily routine of the Meridian base turns into an all hands evolution when the "hurevac" alert is on. Many times you will find a normally desk-bound sailor out on the flight line helping to park one of the training squadrons' *Buckeye* jets in a new spot to make room for company from Florida.

Three miles away from the operations and hangar area, at the administration complex of the station, things are beginning to jump. Preparations to feed and house the incoming pilots and crews for the duration of the blow are in full swing.

At the BOQ the rooms are being crammed with extra beds to accommodate the overflow of visiting pilots. In the barracks office the master-at-arms force is looking over its berthing charts to see where they can bed down any enlisted crews that might come in with the planes. Feeding so many men on such short notice is no mean feat, and the station's cooks may be preparing meals around the clock for the working troops.

Back in the operations area the control tower and the radar air traffic control center are utilizing their skills in landing pilots on unfamiliar runways and concourses. In addition, they have to assign the visiting planes parking places and process all the other flight data from each plane.

Out on the flight lines a hubbub of activity is apparent as men go about the process of reparking station planes, preparing maintenance equipment and hauling out tie-down lines to secure the planes to the ground in the event strong winds pass over the area.

Suddenly all is relatively quiet and there is only one thing left to do. Wait out the storm. Most hurricanes tend to carry the traits of their female names and are prone to change their direction several times. Often days will go by before the hurricane is declared defunct or has passed on to other areas.

When the all clear signal is given Meridian once again comes to life in a beehive manner as the planes fuel up and head for their home bases. NAAS Meridian is back to normal—for the time being.

*The All Hands Staff*

## The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

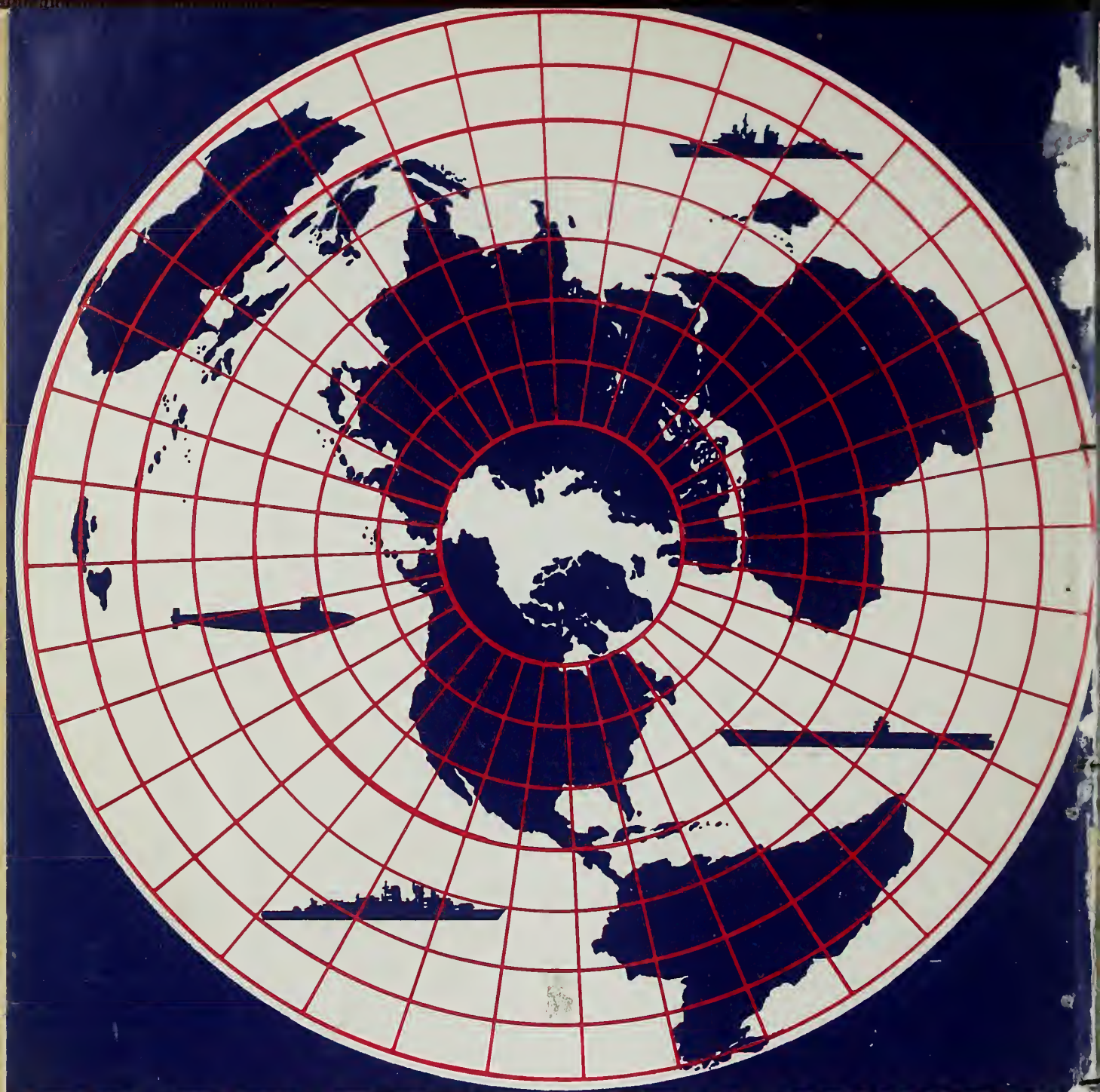
Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: DD ON DUTY—As the sun sinks into the South China Sea a destroyer continues on her screening patrol. ➡



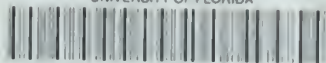






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